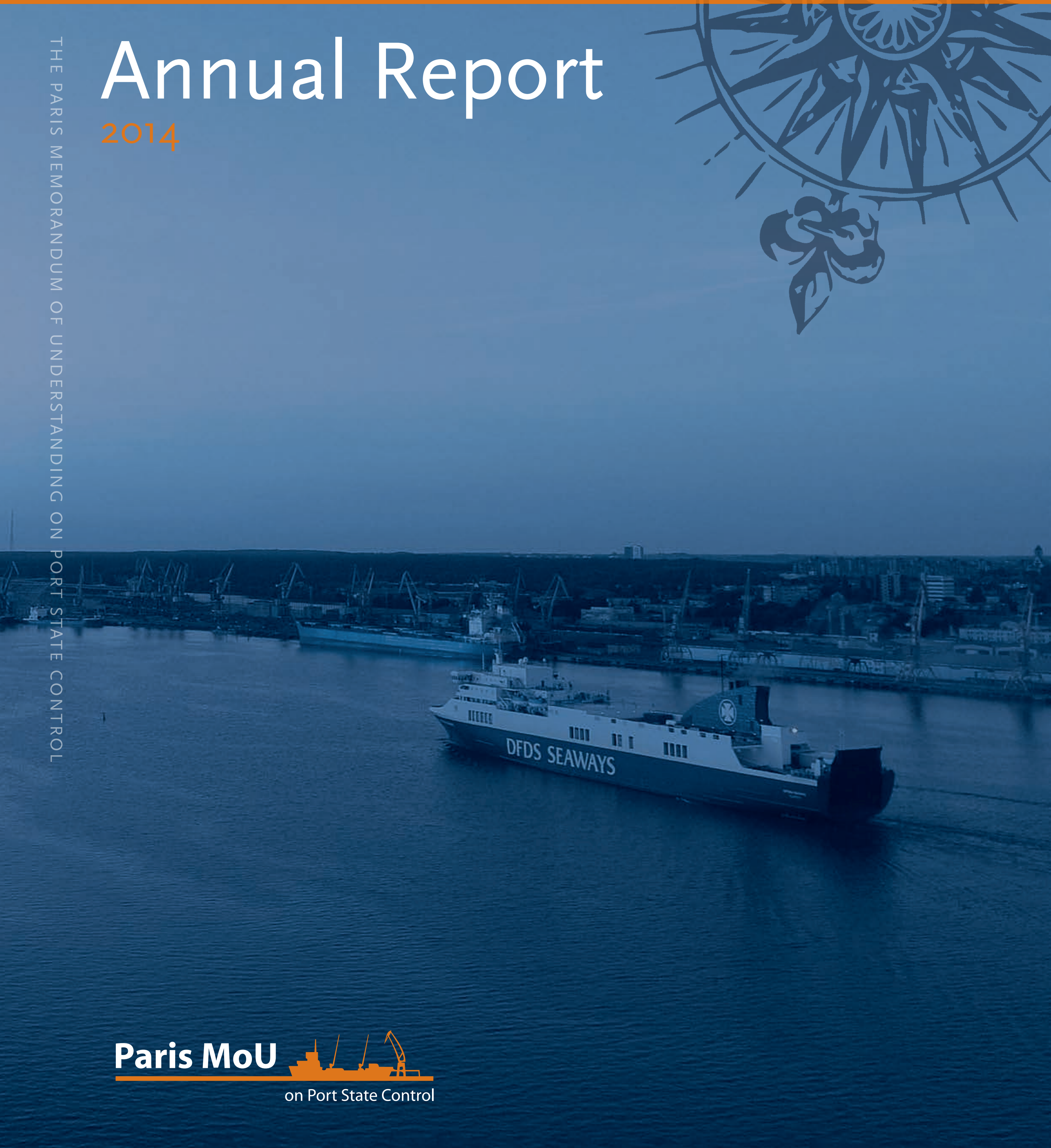
Port State Control
Adjusting Course

Annual Report
2014

THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



Paris MoU
on Port State Control

Paris MoU

on Port State Control



Annual Report

2014

Contents

Paris MoU on Port State Control

The year 2014 was a busy one for the Paris MoU and in this annual report you can read about the full details of our activities for the year. The annual report contains details of the main developments in the Paris MoU for the year and the outcomes of our inspections are contained in the detailed statistical annexes. It was the first year where the New Inspection Regime (NIR) was based on statistical criteria developed from the NIR itself, thus transitioning to its full implementation.

Statement by the Paris MoU chairman

2014: MLC important in the coming years

The entry into force of the International Labour Organization's (ILO) Maritime Labour Convention (MLC) was a key event in our industry and the Convention will play an important part of port State control in the coming years. There are new statistical tables presented in this report giving details of the outcome of our inspections in this area.

We held our Port State Control Committee's 47th Meeting in Vilnius, Lithuania, in May 2014. The meeting adopted several significant matters improving the port State control regime, many of which you can read about in this Annual Report. The meeting itself was a



success and strengthens the Paris MoU for the future. Lithuania is to be complimented on the hosting and organisation for our meeting.

The Paris MoU relationship with other regional port State control agreements is growing. We are very proud and appreciative of our co-operation with them and also with the United States Coast Guard. We are also aware of the important role played by MoUs at the IMO meetings.

The Paris MoU Secretariat again continued to serve its members well during the year and I would like to thank them for their contribution. I also wish to thank the Member Authorities for their contributions to all of the different fora of the Paris MoU, including: the Technical Evaluation Group (TEG) and its Chairman; all of the contributors to our Task Forces; and finally to the members of the MoU Advisory Board (MAB), all of whom have made a tremendous contribution during the year.

I would also like to thank the European Commission and the European Maritime Safety Agency (EMSA) for the excellent co-operation and strong working relationship with the Paris MoU. In conclusion, the Port State Control Officers (PSCOs) and Administrators in the Member Authorities of the Paris MoU are the people who ensure the success of our endeavours. They are the ones who are the core of the Paris MoU and continue to deliver on our common objectives. They deserve our special thanks and appreciation.

Brian Hogan

Four years have passed since the introduction of the "New Inspection Regime" (NIR) in 2011. A period after which an evaluation of the impact is appropriate, in order to establish if the NIR is on the right course and whether our objectives have been accomplished.

Statement by the Secretary General

Adjusting course

The main objective was to establish a new way of calculating a risk profile of ships in order to be more effective in selecting ships for inspection. Two factors played an important role; giving credit to quality ships and reducing the inspection burden for port States. Where in the past ships were inspected every 6 months, regardless of their performance, the NIR has introduced inspection intervals up to 36 months as a reward for good compliance.
At the same time poor performance should have a bigger impact on the operation of sub-standard ships in our region. This has been accomplished mainly by introducing mandatory expanded inspections for high risk



ships and "risky ship types" over 12 years old, as well as refusing ships entry into Paris MoU ports after multiple detentions.

It is fair to say that the main objective has been accomplished given the positive feedback from the maritime industry and a more effective system to select ships for inspection. This has also been made possible by a "state of the art" information system (THETIS) provided by the European Maritime Safety Agency (EMSA). A similar regime has also been embraced by the Tokyo MoU and is likely to be introduced by the Black Sea MoU soon.

Substantial resources have been invested by the Paris MoU and EMSA to enhance the training of Port State Control Officers in new international requirements and inspection procedures. This has also added to the success of the NIR and will continue to be a focal area.

After an initially increasing average detention percentage, the trend has now been reversed and has reached an all time low in 2014 since the introduction of the NIR. Less sub-standard ships are operating in the region. At the same time, a large number of ships have been "banned" from the region after multiple detentions. Many of them have been recycled after having lost their trading area. Some have moved to other areas in the world and will hopefully be caught by other PSC regimes.

Although it has become more difficult for sub-standard ships to "slip through the net", some continue to take their chances visiting our ports. These ships and their owners do not respect the international requirements and apparently have no intentions of doing so. They continue to pose a threat to safety, the environment and working and living conditions on board.

For these reasons the time has come to evaluate the progress made since introduction of the NIR, to seek areas of improvement and to adjust our course where necessary.

Richard W.J. Schiferli

Refusal of access (banning) has been used 63 times since 2012. Most cases involved ships which have been banned for multiple detentions (46), while a significant number (13) were banned for failing to call at an indicated repair yard. The remaining 4 cases involved ships which "jumped the detention", by sailing without authorization. Over a 3 year period the flags of the United Republic of Tanzania, the Republic of Moldova, Saint Vincent and the Grenadines and Togo have recorded the highest number of bannings. Four ships have been banned for a second time already. The m/v MANSOUR M (Moldova), m/v CAROLYN (Tanzania), m/v MAXAL GITA (Belize) and m/v RENI (Ukraine).

Executive summary



Considered to be the worldwide index for flag performance, the Paris MoU "White, Grey and Black Lists" indicate further improvements towards quality shipping.

Last year Kazakhstan, Saudi Arabia and Switzerland were congratulated for their efforts to move up to the "White List". This year India moved from the "Grey List" to the "White List". A very successful achievement and an example to other flags that, through determined actions and political courage, changes can be made. Spain, Lithuania, Poland and Thailand moved from the "White List" to the "Grey List". Belize moved from the "Grey List" to the "Black List". There are still 10 flags on the "Black List", with the United Republic of Tanzania having the worst performance.

There are now 43 flags on the "White List", 3 less compared with last year. France is still leading the list, followed by Hong Kong and Bahamas. Several flags have made a significant move upwards on the "White List" into the top 10: Bahamas,



Isle of Man and the United States of America. Other flags have made a significant move downwards in the "White List" and are no longer in the top 10: Germany and Finland.

Recognized Organizations (ROs) are delegated by flag States to carry out statutory surveys on behalf of flags. For this very reason, it is important to monitor their performance. The best performing RO over the period 2012-2014 was DNV GL, followed by Det Norske Veritas (DNV) and Lloyds Register (LR)[1].

INCLAMAR is still at the bottom of the list in terms of poor performance, followed by International Register of Shipping and Bulgarian Register of Shipping. For several years a joint submission with the Tokyo MoU to IMO has addressed the correlation between flags and ROs working on their behalf. Since last year this information has been published in the Annual Report. The combinations of the Republic of Moldova with Dromon Bureau of Shipping and Venezuelan Register of Shipping, as well as Togo with International Naval Surveys Bureau and International Naval Surveys Bureau resulted each in a detention rate higher than 5% over a 3-year rolling period.

The introduction of the NIR in 2011 has also had an impact on the 2014 figures. After an initial decline, the total number of inspections has increased for the first time. Since 2011 the average detention percentage had slightly increased annually until 2013 (3.61%), after which a significant decrease has been recorded for 2014 (3.32%). Spain, the United Kingdom, Italy, the Netherlands, Germany and France contribute most to the overall inspection efforts in terms of percentage. High Risk Ships have been operating mostly in the southern part of the region, while Low Risk Ships have been calling in the north-western part of the region.

With 1,286 inspections and 151 detentions the ships flying a "black listed flag" score a detention rate of 11.74%. For ships flying a "grey listed flag" the detention rate is 6.27% (814 inspections and 51 detentions) and for ships flying a "white listed flag" 2.43% (16,175 inspections and 393 detentions).

During 2014 the Maritime Labour Convention (MLC) was enforced for the first time during a full calendar year. A new table has been added to this report reflecting the 14 areas of the MLC. The highest areas of non-compliance are "Hours of Work or Rest" (area 6) 21%, "Food and Catering" (area 10) 14%, and "Health and Safety and Accident Prevention" (area 11) 37%.

[1] *Performance of recognized organizations is measured over a 3-year rolling period. In 2014 DNV GL was included for the first year, while DNV and GL issued certificates were still recorded as separate entities.*

Once a year the Port State Control Committee, which is the executive body of the Paris MoU, meets in one of the member States. The Committee considers policy matters concerning regional enforcement of port State control, reviews the work of the Technical Evaluation Group and task forces and decides on administrative procedures.

Paris MoU developments

The task forces, of which 11 were active in 2014, are each assigned a specific work programme to investigate improvement of operational, technical and administrative port State control procedures. Reports of the task forces are submitted to the Technical Evaluation Group (TEG) at which all Paris MoU members and observers are represented. The evaluation of the TEG is submitted to the Committee for final consideration and decision-making.

The MoU Advisory Board advises the Port State Control Committee on matters of a political and strategic nature, and provides direction to the task forces and Secretariat between meetings of the Committee. The Board meets several times a year and was composed of participants from Germany, Estonia, Norway, Russian Federation and the European Commission in 2014.

Port State Control Committee

The Port State Control Committee held its 47th meeting in Vilnius, Lithuania from 19-23 May 2014. The MoU has 27 member States.

Since the implementation of the new inspection regime on the 1st January 2011, there is a clear indication that it is showing positive results. The Committee agreed to seek further improvements, including the recording of convention references for all deficiencies by the 1st of July 2014.

The report of the Harmonized Verification Programme (HAVEP) on passenger ships, carried out in 2013, was presented to PSCC47. The objective of the HAVEP was to obtain a view of emergency preparedness on passenger ships following the Costa Concordia accident in January 2012. The results of the HAVEP indicate reasonable overall compliance with the SOLAS requirements for passenger ships, both from an operational point of view and safety equipment. The results will be published and submitted to the IMO.

High importance was given to the Concentrated Inspection Campaigns (CICs). Jointly with the Tokyo MoU a CIC on hours of rest in accordance with the provisions of the STCW Convention was scheduled from September to November 2014. A CIC focussing on Crew Familiarisation and Entry of Enclosed Spaces is planned in 2015. In addition, the Committee considered a number of options for other joint CICs with the Tokyo MoU for 2016 and beyond.

The report of the CIC on Propulsion and Auxiliary Machinery, carried out in September to November of 2013, was presented to PSCC47. Overall it was concluded that in general there was a good level of compliance with



the SOLAS requirements covered by the scope of the CIC. The results will be published and submitted to the IMO.

The Committee adopted the 2013 Annual Report, including the new White, Grey and Black List and the performance list of ROs. This year Kazakhstan, Saudi Arabia and Switzerland moved from the "Grey List" to the "White List".

Technical Evaluation Group

The TEG convened in Nantes, France in December 2014. Eleven Task Forces submitted reports to the TEG for evaluation before submission to the Port State Control Committee. Issues considered by the TEG included:

- Revision of the guidelines for PSCOs for the Maritime Labour Convention
- Revision of the guidelines for RO responsibility
- Development of guidelines for PSCOs regarding Ballast Water Management
- Development of the training policy
- Development of a CIC on STCW hours of rest
- Development of a CIC Crew Familiarisation and Enclosed Space Entry
- Enhanced Monitoring and Reporting
- Improvement of the information system THETIS
- Revision of the guidelines on ISM
- Evaluation of Paris MoU Statistics
- Proposal for development of guidelines for thickness measurements

Port State Control training initiatives

The Paris MoU will continue to invest in the training and development of Port State Control Officers in order to establish a higher degree of harmonisation and standardisation in inspections throughout the region.

The Secretariat organises three different training programmes for Port State Control Officers:

- Seminars (twice a year)
- Expert Training (twice a year)
- Specialized Training (once a year)

The Seminars are open to members, co-operating members and observers. The agenda is more topical and deals with current issues such as inspection campaigns and new requirements.

Expert and Specialized Training aim to promote a higher degree of professional knowledge and harmonisation of more complex port State control issues and procedures. Since 2012 the IMO has been sponsoring PSCOs from other PSC agreements to attend the Paris MoU Expert training programmes. In 2014 16 PSCOs from other MoUs attended Paris MoU training programmes and PSC seminars.

The Paris MoU is also assisting EMSA in the preparation and delivery of New Entrant and Refresher Programmes for PSCOs from throughout the region.

PSC Seminar 57

The 57th Port State Control Seminar was held from 16 to 19 June 2014 in Athens, Greece. PSCOs from the Paris MoU and Montenegro as well as representatives from the Tokyo MoU, Vina del Mar Agreement, Caribbean MoU and Riyadh MoU attended the Seminar. The main topic of discussion



was the train the trainer course for the CIC on Hours of Rest. Furthermore there were presentations on the MARPOL Annex VI – IEEC by an expert from Greece and several case studies on Paris MoU procedures and specific inspection issues. The Secretariat presented an overview of developments in the Paris MoU and a representative from EMSA gave a presentation on the developments within the EU and EMSA.

PSC Seminar 58

The 58th Port State Control Seminar was held from 4 to 6 November 2014 in The Hague, the Netherlands. PSCOs from the Paris MoU member States and Montenegro attended the Seminar. The main topics of discussion were the new amendments to MARPOL Annex VI, the new requirements for LSA equipment, the inspection of commercial yachts and a first presentation on the new requirements for entry into enclosed spaces. The Secretariat presented an overview of developments in the Paris MoU.

Expert and Specialized Training

For the Expert Training the central themes are "The Human Element" and "Safety and Environment". The theme of the Specialized Training changes every year. In 2014 this training dealt with the inspection of tankers. Both training programmes are intended for experienced PSCOs. Using that experience, the participants can work together to establish a higher degree of harmonisation and standardisation of their inspection practice. Lecturers for the training programmes are invited from the Paris MoU Authorities and the maritime industry. For the training programmes in 2014 Belgium, the United Kingdom, Germany, the Netherlands, Spain, Italy and several Recognized Organizations, and service companies, among others, provided lecturers.

The 10th Expert Training "Safety and Environment"

The tenth Expert Training programme was held in The Hague, Netherlands, in February 2014. Important issues during this training were MARPOL, SOLAS, Load Lines, life saving appliances and oil filtering equipment. Participants from the Abuja MoU, Black Sea MoU, Caribbean MoU, Indian Ocean MoU and EMSA took part in the training.

The 5th Specialized Training on the inspection of Tankers

The fifth Specialized Training programme on the inspection of Tankers was held in The Hague, Netherlands, in April 2014. Participants from the Paris MoU members States as well as the Abuja MoU, Black Sea MoU, Indian Ocean MoU and EMSA took part in the training. During the training, the construction and certification, and the procedures for more detailed and

expanded inspections, of different types of tankers were discussed. Particularly the expanded inspection on tankers was highlighted.

The 13th Expert Training "The Human Element"

The thirteenth Expert Training programme on the Human Element was held in The Hague, the Netherlands in October 2014. The programme was dedicated to the MLC, 2006 and STCW Conventions. A short presentation was given on the inspection of commercial yachts, since this subject is still very unfamiliar with many participants. As an introduction to the program the participants were asked to complete a questionnaire that would give insight into to their personal "enforcement style". This was again used when the communication and interaction exercise was conducted at the end of program. Participants from member States as well as from Montenegro took part in the training.

Training in cooperation with EMSA

The Paris MoU assists EMSA in the training delivered to PSCOs from all Member States.

New Entrant and Refresher PSC Seminars

In 2014 the fully established Professional Development Scheme (PDS) of the Paris MoU encompassed 4 EMSA/Paris MoU Seminars for PSCOs.

The Paris MoU inspection regime focuses on eradication of sub-standard shipping and on rewarding good performing ships in terms of the inspection frequency. It translates to "less, but better inspections". The regime is underpinned by an elaborate set of procedures, all aiming at providing more guidance for better inspections.

Ongoing improvements and performance measurement through inspection results require strict adherence to the established procedures. For the seminars organised for PSCOs held during 2014 the earlier adopted approach was followed in order to maximise familiarisation with the procedures governing port State control inspections.

The overarching goal for the seminars remained the establishment of a harmonised approach towards Port State Control in the geographical working area of the Paris MoU. Feedback sessions with participants during the seminars indicated that indeed a wider understanding of the procedures and the available tools such as the Paris MoU manual, RuleCheck and the distance learning modules, was established. The constantly evolving methodology of delivering the lectures during the seminars is deemed effective in achieving the objectives set for the seminars.

All seminars were organised by EMSA and held at its premises in Lisbon, Portugal. Lecturers were provided both by EMSA and the Paris MoU Secretariat. The 176 participants attending these seminars during 2014 originated from all Paris MoU Member States. As from the 33rd PSC seminar held in June, the duration of seminars has been extended by half a day taking into consideration the feedback provided by participants of previous sessions.

Detention Review Panel

Flag States or ROs which cannot resolve a dispute concerning a detention with the port State may submit their case for review. The detention review panel is comprised of representatives of four different MoU Authorities, on a rotating basis, and the Secretariat.

In 2014 the Secretariat received seven requests for review. Two cases did not comply with the requirements for detention review. These cases were either submitted beyond the 120 days limit, were handled at national courts, challenged only RO responsibility or originated from ship owners instead of flag States or ROs.

Five cases met the criteria and were submitted to MoU members for review. One case was closed without review, upon reconsideration by the port State involved prior to the opinion of the panel. In one case the detention review panel concluded that the port State's decision to detain was not justified. The panel requested the port State to reconsider the detention. In three cases the panel concluded that the detaining port State would not have to reconsider the decision to detain.

Quality management

Since 15 March 2011 the Paris MoU Secretariat has been ISO9001:2008 certified for its services and products. During 2014, the Secretariat continued the improvement of the Quality Manual and was successfully audited and recertified for another 3-year period in 2014. The outcome of the specific customer surveys held concerning products and services of the Secretariat, showed that the customer satisfaction by the Paris MoU Member States remains high.

Paris MoU on the Internet

After the launch at the end of 2013, the new restyled and more contemporary website enjoyed an ever increasing demand from a variety of visitors in 2014. In particular from flag and port States, government agencies, charterers, insurers and classification societies. They were able to monitor their performance and the performance of others on a continuous basis. The port State enters ships that are



currently under detention in a listing. Validated port State control reports could be accessed and offered visitors more detailed information.
To increase public awareness of unsafe ships, particularly serious port State control detentions are published under the heading 'Caught in the Net'. These detentions are described in detail and illustrated with photographs. In 2014 details were published of the following ships:

- Craig Trans, flag Bolivia
- Kamil, flag Panama
- Hudson Leader, flag Panama

The annual award for best contribution to the 'Caught in the Net' has been presented to port State Germany.

Other information of interest such as the current detentions and bannings, monthly detention lists, the Annual Report, the performance lists and news items can be downloaded from the website, which is found at www.parismou.org.

Concentrated Inspection Campaigns

Several Concentrated Inspection Campaigns (CICs) have been held in the Paris MoU region over the past years. These campaigns focus on a particular area of compliance with international regulations with the aim of gathering information and enforcing the level of compliance. Each campaign is prepared by experts and identifies a number of specific items for inspection. Experience shows that they serve to draw attention to the chosen area of compliance.

CIC 2014 STCW Hours of Rest

The purpose of the CIC was to gain an overall impression of compliance with STCW Hours of Rest following concern over several incidents where fatigue was considered to be a factor. Also of concern was that a bridge lookout was being maintained.

The CIC questionnaire and guidance was developed by the Paris MoU in conjunction with the Tokyo MoU. The questionnaire comprised 14 questions to be answered by the Port State Control Officer (PSCO) during every Port State Control (PSC) inspection throughout the period of the CIC.

The CIC was carried out on all ships targeted for inspection within the Paris MoU Region from 1 September 2014 until 30 November 2014.
The questionnaire was completed on a total of 4,041 ships. 16 Ships were detained as a direct result of the CIC questionnaire. Whilst the detention rate appears low (0.4%) it has to be borne in mind that detention was not always the most appropriate action, as the breach of hours of rest may have happened in the past.
In 449 of the inspections the hours of rest were not being recorded correctly and in 203 inspections the watchkeeping personnel did not have sufficient rest.

In 101 cases a bridge lookout was not being maintained. 27 ships were not manned in accordance with the Minimum Safe Manning Document, also 912 CIC-topic related deficiencies were recorded.

1,268 Ships (32.4%) were recorded as having navigation two watch system. There appeared to be little difference between the rate of deficiencies on a two watch system as opposed to a non-two watch system.

There was some concern that, although the CIC questionnaire was publicised in advance, 912 deficiencies were recorded (22.57% of inspections) related specifically to STCW hours of rest and that 16 ships were detained as a result of the CIC.



Harmonized Verification Programme on operational safety of passenger ships

The decision to carry out a Harmonized Verification Programme (HAVEP) on passenger ships was agreed at the Paris MoU Port State Control Committee Meeting in May 2012 following the tragic events of the Costa Concordia incident.

A Task Force was set up comprising all the members of the Pairs MoU, EMSA and the United States Coast Guard to produce a HAVEP questionnaire and provide guidance to PSCOs for completion of the questionnaire.

The purpose of the HAVEP was to obtain statistics and an overall impression of emergency preparedness, according to SOLAS, for passenger ships operating in the Paris MoU region. The HAVEP ran from 1st January 2013 to 31st December 2013. It was agreed within the Task Force that only ships eligible for inspection, under the Paris MoU targeting regime (i.e. Priority I or Priority II), should undergo the HAVEP.

The HAVEP questionnaire comprised 20 questions ranging from hardware information such as fire control plan, muster list, record of emergency training and drills, operation of watertight doors and emergency source of power to operational control which included a standard fire drill scenario and an abandon ship drill. The guidance for the PSCOs provided detailed information on how to answer the questionnaire, how to carry out the standard fire and abandon ship drill scenario and how to record deficiencies according to the result of the questionnaire, which would provide some consistency in the results. A train the trainer session was also held by the Paris MoU for PSCOs.

It was agreed that the HAVEP inspections would be pre-announced to the master/operator and the questionnaire was available prior to the HAVEP commencing.

A HAVEP questionnaire was completed and entered into THETIS for a total of 232 passenger ships out of a total of 281 individual passenger ship calls in the Paris MoU region over the period of the HAVEP.

A total of 2 ships were detained as a direct result of the HAVEP questionnaire. One Maltese ship was detained for an inoperative source of emergency power and a Bahamas ship with 9 detainable deficiencies.

A total of 130 inspections had deficiencies recorded that were directly related to the HAVEP. The most common deficiency recorded related to Abandon Ship Drills recorded in 20 inspections (8.62% of all inspections).



The next most common was Fire Drills, 19 inspections (8.19%) followed by Closing devices/Watertight doors, 18 inspections (7.76%) and SAR Co-operation plan, 18 inspections (7.76%).

The purpose of the HAVEP was to obtain an overall view of emergency preparedness on passenger ships. Whilst the results of the HAVEP indicate reasonable overall compliance with SOLAS requirements for passenger ships, it is important that masters and operators pay attention to emergency preparedness and carrying out realistic emergency drills.



Co-operation with other organizations

The strength of regional regimes of port State control, which are bound by geographical circumstances and interests, is widely recognised. Nine regional MoUs have been established.

In order to provide co-operation to these MoUs, they may apply for observer status with the Paris MoU. Regional agreements seeking observer status must demonstrate that their member Authorities invest demonstrably in training of PSCOs, publish inspection data, have a code of good practice, have been granted official Inter Governmental Organization (IGO) status at IMO and have a similar approach in terms of commitment and goals to that of the Paris MoU.

All regional agreements have obtained official observer status to the Paris MoU: the Tokyo MoU, Caribbean MoU, Mediterranean MoU, Black Sea MoU, Riyadh MoU, Acuerdo de Viña del Mar, Abuja MoU and Indian Ocean MoU. The United States Coast Guard is also an observer at Paris MoU meetings.

The International Labour Organization and the International Maritime Organization have participated in the meetings of the Paris MoU on a regular basis since 1982.
In 2006 the Paris MoU obtained official status at the IMO as an Inter Governmental Organization.
A delegation of the MoU participated in the 1st session of the Sub-Committee on Implementation of IMO Instruments in July 2014.

The 2012 Annual Report including inspection data, the performance of flag Administrations and Recognized Organizations, a combined list of flags targeted by the Paris MoU, Tokyo MoU and USCG and the results of the 2012 CIC on Fire Safety Systems and information on the improvement of flag performance were submitted to the Sub-Committee Implementation of IMO Instruments.

Membership of the Paris MoU

In preparation for prospective new members of the Paris MoU, the Port State Control Committee has adopted criteria for co-operating status for non-member States and observer/associate status for other PSC regions.

Specific criteria, including a self-evaluation exercise, have to be made before co-operating status can be granted.

In 2011 the maritime Authority of Montenegro joined the MoU as a co-operating member with the prospect of becoming a full member in the future.

The Paris MoU currently has 8 members with dual or even triple membership: Canada and the Russian Federation with the Tokyo MoU, while the Russian Federation is also a member of the Black Sea MoU. With Bulgaria and Romania there are further ties with the Black Sea MoU. Malta and Cyprus are also members of the Mediterranean MoU. France and the Netherlands are members of the Caribbean MoU, whilst France is also a member of the Indian Ocean MoU.

In the following pages the facts and figures of 2014 are listed. For the first time since the introduction of the New Inspection Regime the number of individual ships inspected has increased (9%). The number of inspections has only increased slightly (4%). With a further decrease in the number of detentions (8%), this also resulted in a lower detention percentage.

Facts & Figures

2014

Inspections

With a total number of 18,430 inspections performed in 2014 the inspection figures showed an increase of 4% compared with the figures of 2013. Each individual ship was inspected an average of 1.2 times per year, a rate which has been slightly lower to that of 2012.

After a drop in the number of inspections that started with the introduction of the New Inspection Regime in January 2011, and continued in 2012 and 2013, the 2014 figures show an increase of 4%. New features of this inspection regime are that the annual inspection target for each Member State is based on ship movement data rather than individual ship calls. Also dedicated quality shipping is awarded with longer intervals between inspections. This year's results indicate that fewer ships have been inspected more than once, thereby reducing the inspection burden on ships.

Deficiencies

In 2012 the number of deficiencies recorded was 49,261. In 2013 the number of deficiencies was 49,074. In 2014 the number of deficiencies decreased significantly to 45,979.

During 55% of all inspections performed, one or more deficiencies were recorded. In 2013 this figure was 58%.The average number of deficiencies per inspection also decreased from 2.8 in 2013 to 2.5 in 2014.

Detentions

Some deficiencies are clearly hazardous to safety, health or the environment and the ship is detained until they are rectified. Detention rates are expressed as a percentage of the number of inspections, rather than the number of individual ships inspected to take account of the fact that some ships are detained more than once a year.

Compared with 2013, the number of detentions has decreased from 668 to 612 detentions. The average detention rate in 2014 is 3.32%. In 2013 the detention rate was 3.78%. In 2012 the detention rate was 3.65%. This is first year the increasing trend from previous years has been reversed. A welcome development.

"White, Grey and Black List"

The "White, Grey and Black (WGB) List" presents the full spectrum, from quality flags to flags with a poor performance that are considered high or very high risk. It is based on the total number of inspections and detentions over a 3-year rolling period for flags with at least 30 inspections in the period.



On the "White, Grey and Black List" for 2014, a total number of 72 flags are listed: 43 on the "White List", 19 on the "Grey List" and 10 on the "Black List". In 2013 the number of flags listed totalled 75 flags, namely 46 on the "White List", 19 on the "Grey List" and 10 on the "Black List".

The "White List" represents quality flags with a consistently low detention record. Compared with 2013, the number of flags on the "White List" has decreased by 3 flags to a total number of 43 flags. New on the "White List" is India, which was on the "Grey List" last year.

France has been placed highest on the list in terms of performance for the third year in a row. The next in line of the best performing flags in 2014 are Hong Kong, Bahamas, Norway and Sweden.

Flags with an average performance are shown on the "Grey List". Their appearance on this list may act as an incentive to improve and move to the "White List". At the same time flags at the lower end of the "Grey List" should be careful not to neglect control over their ships and risk ending up on the "Black List" next year.

On this year's "Grey List" a total number of 19 flags is recorded. Last year the "Grey List" also recorded 19 flags. New on the "Grey List" are Spain, Lithuania, Poland and Thailand, which last year were on the "White List".

Belize has fallen from the "Grey List" to the "Black List". The poorest performing flags are the United Republic of Tanzania, Republic of Moldova, Togo, Cook Islands and Dominica.

A graph of the distribution of listed and not listed flags indicates that only 0.8% of the ships inspected are from flags not listed on the WGB list.

Ship type

In 2013 the top 5 detention rates were for: tugs at 5.20% (down from 5.88% in 2013), general cargo/multipurpose ships at 5.49% (down from 6.28% in 2013); refrigerated cargo ships at 4.62% (down from 5.25% in 2013); commercial yachts at 3.21% (down from 6.00% in 2013) and bulk carriers at 3.19% (down from 3.55% in 2013). The remaining ship types have lower detention rates and they are similar to or lower than the 2013 detention rates. Best performing ship types are combination carriers, heavy load ships and NLS tankers with zero detention rate.

Performance of Recognized Organizations

For several years the Committee has closely monitored the performance of classification societies acting as ROs or flags. To calculate the performance of the Recognized Organizations, the same formula to calculate the excess factor of the flags is used. A minimum number of 60 inspections per RO are needed before the performance is taken into account for the list. In 2014 37 ROs are recorded on the performance list.

Among the best performing Recognized Organizations were:

- DNV GL AS (DNVGL)
- Det Norske Veritas (DNV)
- Lloyd's Register (LR)
- American Bureau of Shipping (ABS)
- China Classification Society (CCS)

The lowest performing Recognized Organizations were:

- INCLAMAR
- International Register of Shipping (IS)
- Bulgarian Register of Shipping (BRS)

Compared with last year's performance level, a small shift in RO performance in 2014 can be noticed. This year fewer organisations have been placed in the very low and low performing parts of the list and more organisations have been placed in the medium part of the list.

Details of the responsibility of Recognized Organizations for detainable deficiencies have been published since 1999. When one or more detainable deficiencies are attributed to a Recognized Organization in accordance with the criteria, it is recorded "RO responsible" and the RO is informed. Out of 612 detentions recorded in 2014, 88 or 14.4% were considered RO related.

Refusal of access of ships

In a total of 20 cases ships were refused access (banned) from the Paris MoU region in 2014 for reasons of multiple detentions (17), failure to call at an indicated repair yard (2) and jumping detention (1). A number of ships remain banned from previous years. Several ships have been banned a second time after multiple detentions, resulting in a minimum banning period of 12 months.

Deficiencies per major category

The number of deficiencies in the following areas (certificate & documentation, fire safety, safety of navigation and working & living conditions) accounted for approximately 60% of the total number of deficiencies. The trends in these areas are clarified below.

Certificates & Documentation

The number of deficiencies recorded as related to ships' certificates, crew certificates and documents showed a decrease of 6.3% from 7,638 in 2013 to 7,158 in 2014.

Safety of navigation

In 2014, deficiencies in Safety of Navigation accounted for 13.47% of all deficiencies recorded (a decrease from 13.98% in 2013). The number of deficiencies in Safety of Navigation shows a decrease of 9.8%, from 6,861 deficiencies in 2013 to 6,195 in 2014.





Fire safety

In 2014 deficiencies in fire safety accounted for 13.43% of all deficiencies recorded (a decrease from 13.57% in 2013). The number of deficiencies in this area decreased by 7.2% from 6,657 in 2013 to 6,176 in 2014.

Pollution prevention

Deficiencies in MARPOL Annex I show a decrease of 17.5% in 2014 (874), compared with 2013 (1,060). Deficiencies in MARPOL Annex IV show an increase of 0.9% in 2014 (344), compared with 2013 (341). Deficiencies in MARPOL Annex V show a decrease of 33% in 2014 (596), compared with 2013 (889). Deficiencies in MARPOL Annex VI show a decrease of 6.9% in 2014 (458), compared with 2013 (492).

Working and living conditions

On 20 August 2013 the Maritime Labour Convention 2006 entered into force. Only Member States of the Paris MoU that had ratified the MLC, 2006 on or before 20 August 2012 were entitled to conduct PSC inspections on MLC, 2006 requirements from 20 August 2013. For member States of the Paris MoU that have not ratified the MLC, 2006, enforcement of the Merchant Shipping (Minimum Standards) Convention (ILO 147) and the protocol of 1996 to that Convention (ILO P147) will initially continue.
In 2014, the first full calendar year with the MLC in force, the number of ILO 147 deficiencies has decreased while the number of MLC deficiencies has increased. For the first year a table has been added identifying the 14 areas of the MLC. Most deficiencies have been found in the following areas.
Health and safety and accident prevention (area 11) 2,059, hours of work and rest (area 6) 1,152, food and catering (area 10) 792, accommodation (area 8) 436 and seafarer's employment agreements (area 4) 238 deficiencies.

Management

The number of ISM related deficiencies showed a decrease of 1.1% from 1,821 in 2013 to 1,801 in 2014.



Statistical Annexes

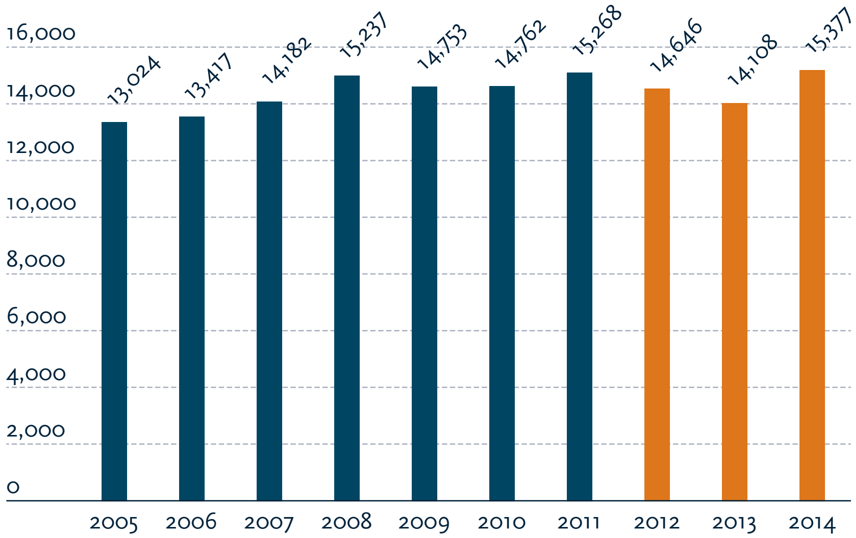
Annual Report

2014

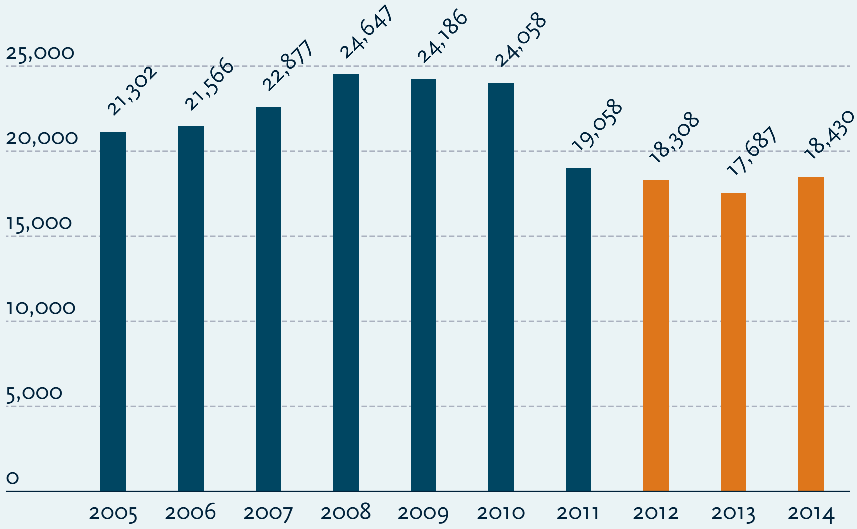


Basic port State control figures 2014

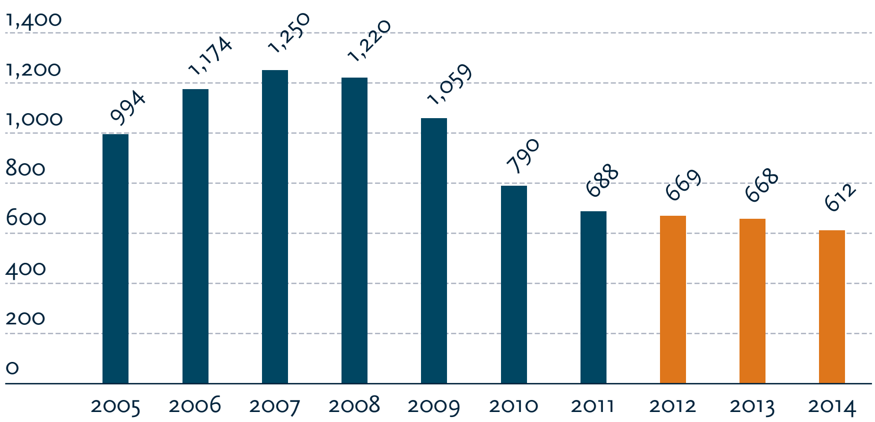
Number of individual ships inspected



Number of inspections

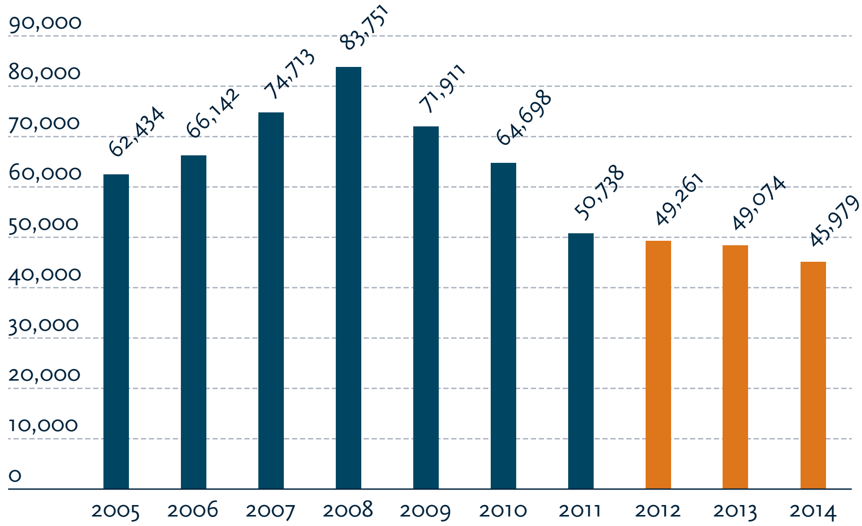


Number of detentions

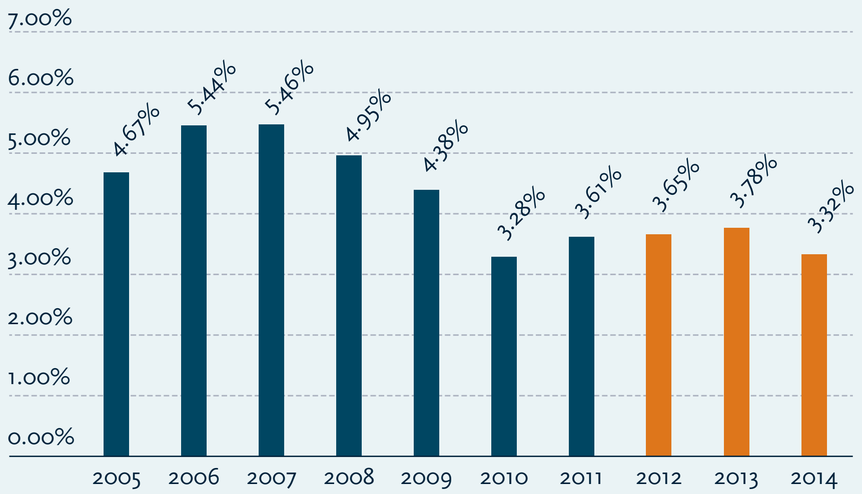


Note: The New Inspection Regime entered into force on the 1st of January 2011. Consequently the targeting of ships for inspection has changed; inspection figures from 2011 onwards should not be compared to the ones from 2010 and before.

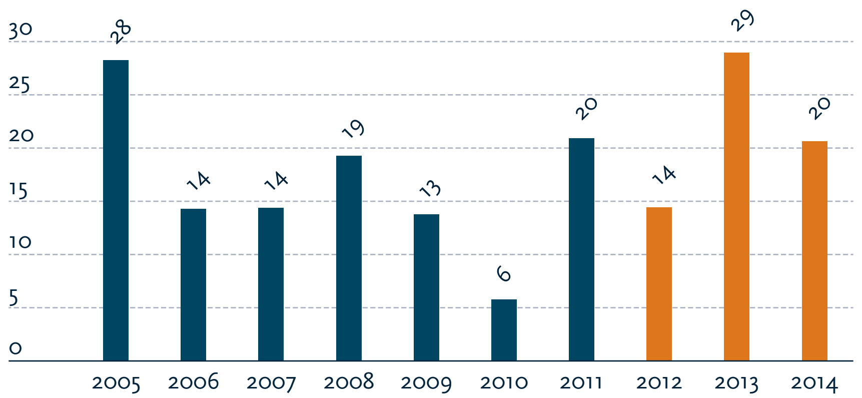
Number of deficiencies



Detentions in % of inspections



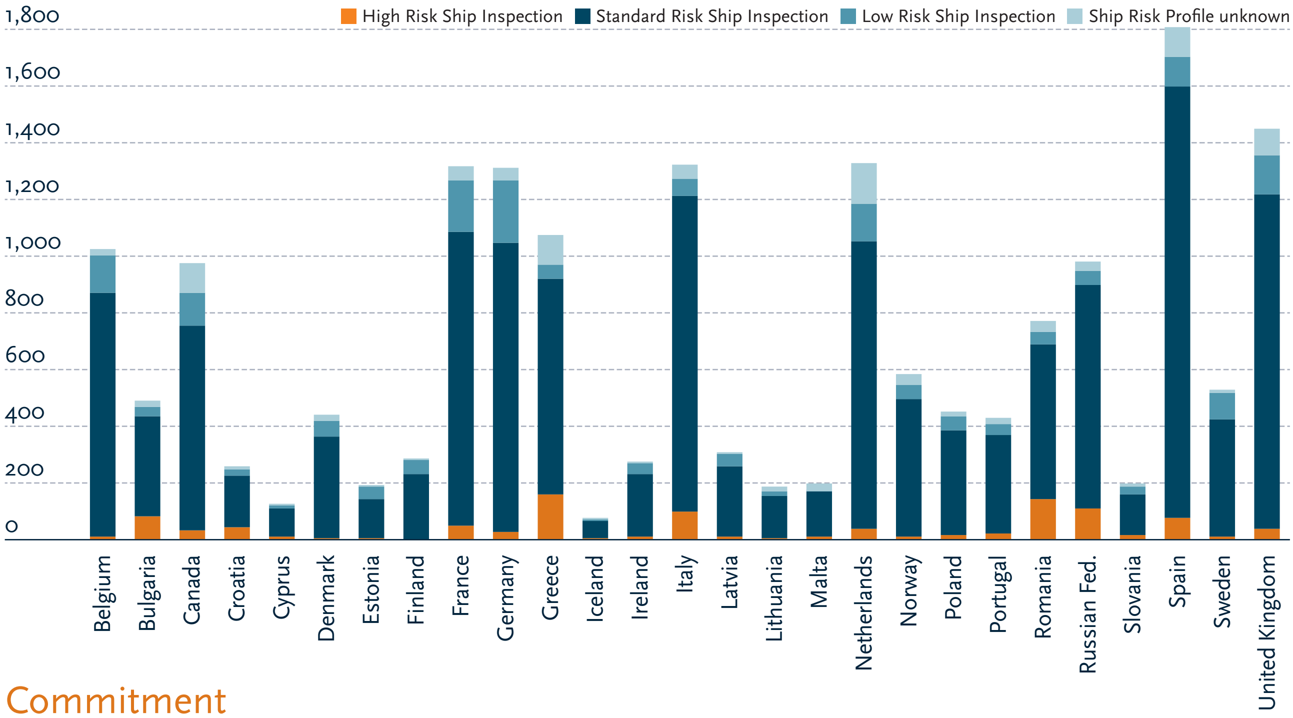
Number of refusal of access



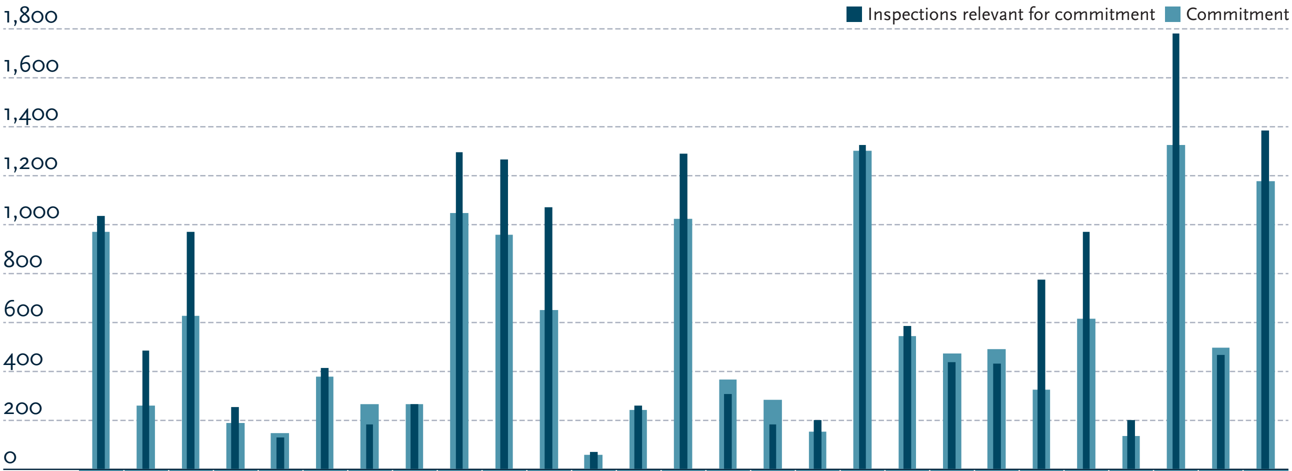
Note: The cut-off date for inspection data to be included in the Annual Report 2013 was 15 January 2014. Changes to inspection data after this date have as a rule not been taken into account.

Inspection efforts 2014

HRS, SRS and LRS inspections per member state



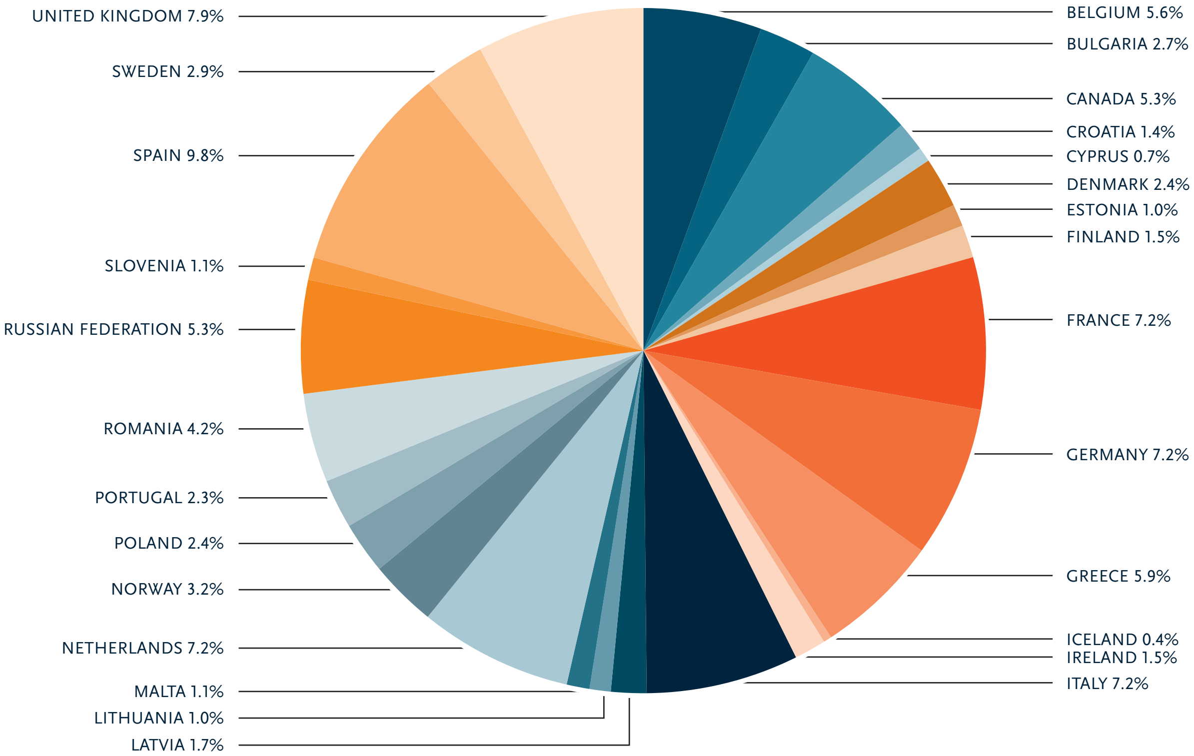
Commitment



	Belgium	Bulgaria	Canada	Croatia	Cyprus	Denmark	Estonia	Finland	France	Germany	Greece	Iceland	Ireland	Italy	Latvia	Lithuania	Malta	Netherlands	Norway	Poland	Portugal	Romania	Russian Fed.	Slovenia	Spain	Sweden	United Kingdom
Inspections	1,030	485	966	254	126	413	183	264	1,294	1,266	1,067	70	256	1,288	305	181	199	1,325	582	436	429	775	968	197	1,776	468	1,380
Commitment	966	261	626	188	146	375	267	266	1,042	958	648	60	240	1,021	363	282	153	1,298	540	471	489	326	615	133	1,321	496	1,177

Note: The number of inspectons relevant for the commitment of MoU Port States differs from the total number of inspections used in other graphs and tables.see www.parismou.org/publications-category/annual-reports for explanatory notes.

Inspection efforts of members as percentage of MoU total





MoU port States's individual contributions to the total amount of inspections

MoU port State	Total nr of Inspections	Inspections with deficiencies	Inspections with detentions	Inspections with RO related detainable deficiencies	% Inspections with deficiencies	% Detentions	% Inspection of MoU total	% HRS	% SRS	% LSR	% SRP Unknown
Belgium	1,028	667	14	4	64.88	1.36	5.58	0.88	83.95	12.84	2.33
Bulgaria	491	330	14	4	67.21	2.85	2.66	16.90	71.89	6.31	4.89
Canada	981	485	22	1	49.44	2.24	5.32	2.96	74.31	11.52	11.21
Croatia	256	143	10	2	55.86	3.91	1.39	15.63	71.88	9.38	3.13
Cyprus	126	93	18	3	73.81	14.29	0.68	6.35	80.95	5.56	7.14
Denmark	439	178	6	1	40.55	1.37	2.38	0.91	81.55	12.30	5.24
Estonia	191	51	0	0	26.70	0.00	1.04	0.52	74.87	21.47	3.14
Finland	285	69	2	1	24.21	0.70	1.55	0.00	80.70	17.89	1.40
France	1,321	709	36	2	53.67	2.73	7.17	3.48	79.03	13.70	3.79
Germany	1,318	734	44	3	55.69	3.34	7.15	1.75	77.85	16.92	3.49
Greece	1,079	750	68	12	69.51	6.30	5.85	14.64	70.99	4.63	9.73
Iceland	71	33	6	0	46.48	8.45	0.39	4.23	84.51	7.04	4.23
Ireland	275	192	14	2	69.82	5.09	1.49	2.91	80.73	14.18	2.18
Italy	1,326	776	88	19	58.52	6.64	7.19	7.32	84.24	4.68	3.77
Latvia	308	72	0	0	23.38	0.00	1.67	3.25	80.19	14.29	2.27
Lithuania	184	79	0	0	42.93	0.00	1.00	1.09	82.07	10.33	6.52
Malta	199	110	11	4	55.28	5.53	1.08	4.02	80.40	2.01	13.57
Netherlands	1,334	742	27	3	55.62	2.02	7.24	2.85	76.39	9.97	10.79
Norway	585	194	1	0	33.16	0.17	3.17	1.20	83.76	8.38	6.67
Poland	450	325	24	4	72.22	5.33	2.44	3.11	82.67	11.33	2.89
Portugal	429	121	8	1	28.21	1.86	2.33	3.96	81.82	8.62	5.59
Romania	775	467	24	2	60.26	3.10	4.21	17.94	71.10	5.42	5.55
Russian Federation[1]	984	712	35	3	72.36	3.56	5.34	10.77	80.79	5.08	3.35
Slovenia	196	114	4	2	58.16	2.04	1.06	7.14	73.47	13.78	5.61
Spain	1,813	996	69	9	54.94	3.81	9.84	4.19	84.34	5.68	5.79
Sweden	530	131	4	1	24.72	0.75	2.88	1.70	77.92	18.49	1.89
United Kingdom	1,456	941	63	5	64.63	4.33	7.90	2.61	81.46	9.41	6.52
Total	**18,430**	**10,214**	**612**	**88**	**55.42**	**3.32**	**100.00**	**5.36**	**79.25**	**9.80**	**5.59**

[1] Only inspections in the Russian ports of the Baltic, Azov, Caspian and Barents Sea are included.


Camper & Nicholsons International
YACHTING SINCE 1782


15 Germ
16 Finland
17 Liberia
18 Belgium
19 Netherland
20 Bermuda, U
21 Malta
22 Cayman Islan
23 Gibraltar, UK
24 Croatia
25 Cyprus
26 Faroe Islands, DK
27 India
28 Iran, Islamic Republi
29 Saudi Arabia
30 Kazakhstan
31 Barbados
32 Turkey
33 Estonia
34 Japan
35 Antigua and Barbuda
36 Latvia
37 Russian Federation
38 Ireland
39 Panama

White list

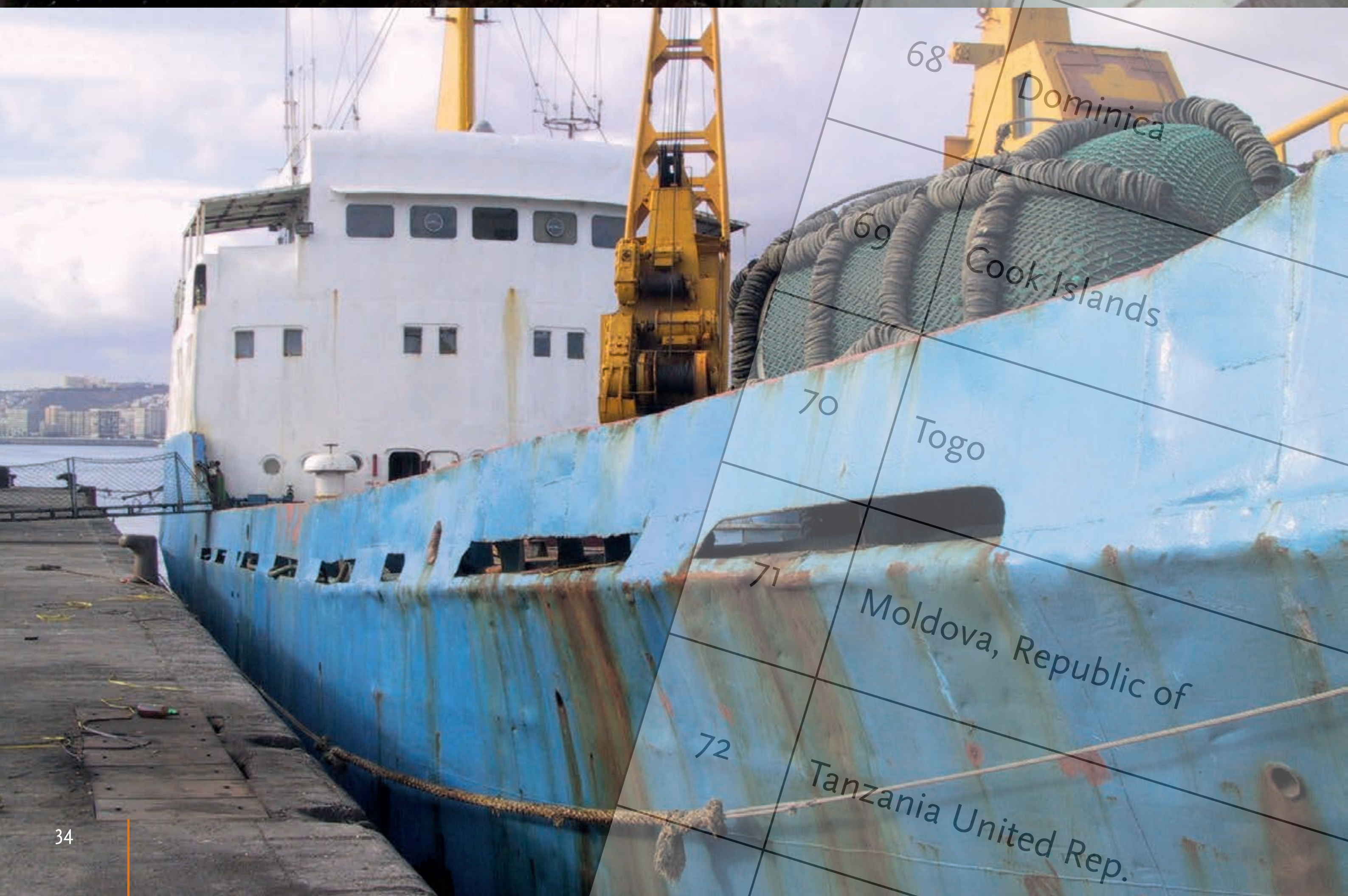
RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
WHITE LIST						
1	France	278	0	27	12	-1.92
2	Hong Kong, China	1,709	20	137	102	-1.77
3	Bahamas	2,308	31	182	141	-1.74
4	Norway	1,472	19	120	86	-1.71
5	Sweden	405	3	37	19	-1.69
6	Isle of Man, UK	731	8	63	39	-1.68
7	Denmark	1,082	14	90	61	-1.67
8	United Kingdom	1,369	19	112	80	-1.66
9	United States of America	235	1	23	10	-1.64
10	Italy	1,210	17	100	70	-1.64
11	Singapore	1,517	23	123	89	-1.63
12	Marshall Islands	2,807	51	219	174	-1.58
13	China	212	1	21	8	-1.56
14	Greece	913	15	77	51	-1.50
15	Germany	754	12	65	41	-1.48
16	Finland	401	5	37	19	-1.46
17	Liberia	4,215	95	323	267	-1.45
18	Belgium	228	2	23	9	-1.39
19	Netherlands	3,170	79	246	198	-1.34
20	Bermuda, UK	252	3	25	10	-1.29
21	Malta	4,369	126	334	278	-1.22
22	Cayman Islands, UK	357	6	33	17	-1.22
23	Gibraltar, UK	848	20	72	47	-1.19
24	Croatia	140	1	15	4	-1.12
25	Cyprus	1,976	69	157	119	-0.91
26	Faroe Islands, DK	252	5	25	10	-0.91
27	India	81	0	10	1	-0.90
28	Iran, Islamic Republic of	81	0	10	1	-0.90
29	Saudi Arabia	81	0	10	1	-0.90
30	Kazakhstan	75	0	9	1	-0.79
31	Barbados	363	10	34	17	-0.77
32	Turkey	1,494	61	121	88	-0.65
33	Estonia	67	0	9	1	-0.62
34	Japan	66	0	9	1	-0.60
35	Antigua and Barbuda	3,623	174	279	228	-0.52
36	Latvia	63	0	8	1	-0.52
37	Russian Federation	1,386	62	113	81	-0.50
38	Ireland	91	1	11	2	-0.48
39	Panama	6,098	315	460	394	-0.45
40	Philippines	161	4	17	5	-0.40
41	Switzerland	107	2	12	3	-0.29
42	Luxembourg	210	7	21	8	-0.23
43	Korea, Republic of	103	2	12	2	-0.21


49
50
51 Poland
52 Libya
53 Thailand
54 Egypt
55 Tunisia
56 Curacao
57 Morocco
58 Vanuatu
59 Albania
60 Saint Kitts and Nevis

Grey list

RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
GREY LIST						
44	Portugal	376	18	35	18	0.02
45	Ukraine	202	9	21	8	0.10
46	Malaysia	52	1	7	0	0.13
47	Spain	196	9	20	7	0.13
48	Lithuania	160	7	17	5	0.14
49	Lebanon	77	3	10	1	0.21
50	Bulgaria	40	1	6	0	0.21
51	Poland	157	8	17	5	0.24
52	Libya	44	2	6	0	0.34
53	Thailand	62	4	8	1	0.46
54	Egypt	61	4	8	0	0.46
55	Tunisia	46	3	7	0	0.47
56	Curacao	216	15	22	8	0.49
57	Morocco	41	3	6	0	0.52
58	Vanuatu	265	19	26	11	0.53
59	Albania	92	7	11	2	0.56
60	Saint Kitts and Nevis	313	25	30	14	0.69
61	Algeria	73	7	9	1	0.73
62	Tuvalu	34	4	5	0	0.77


64
Cambod
65
Saint Vincen
66
Belize
67
Comoros


68
Dominica
69
Cook Islands
70
Togo
71
Moldova, Republic of
72
Tanzania United Rep.

Black list

RANK	FLAG	INSPECTIONS 2012-2014	DETENTIONS 2012-2014	BLACK TO GREY LIMIT	GREY TO WHITE LIMIT	EXCESS FACTOR
BLACK LIST						
63	Sierra Leone	316	32	30	Medium Risk	1.18
64	Cambodia	442	43	40		1.18
65	Saint Vincent and the Grenadines	861	79	73		1.21
66	Belize	591	59	52		1.35
67	Comoros	280	34	27		1.71
68	Dominica	70	11	9		1.77
69	Cook Islands	310	39	30		1.89
70	Togo	353	45	33		1.99
71	Moldova, Republic of	593	80	52	Medium to High Risk	2.43
72	Tanzania United Rep.	313	51	30	High Risk	3.00

Flags meeting criteria for Low Risk Ships 2014

Flags meeting criteria for Low Risk Ships (as per 31 December 2014)		
Antigua and Barbuda	Gibraltar, UK	Marshall Islands
Bahamas	Greece	Netherlands
Belgium	Hong Kong, China	Norway
Bermuda, UK	Ireland	Panama
Cayman Islands, UK	Isle of Man, UK	Poland
China	Italy	Russian Federation
Cyprus	Japan	Singapore
Denmark	Korea, Republic of	Spain
Estonia	Latvia	Sweden
Faroe Islands, DK	Liberia	Switzerland
Finland	Lithuania	Turkey
France	Luxembourg	United Kingdom
Germany	Malta	United States of America

To meet the criteria for Low Risk Ships, flags should be on the Paris MoU White list and have submitted evidence of having undergone an IMO VIMSAS Audit.

Non listed flags having undergone IMO VIMSAS Audit	
Australia	Canada

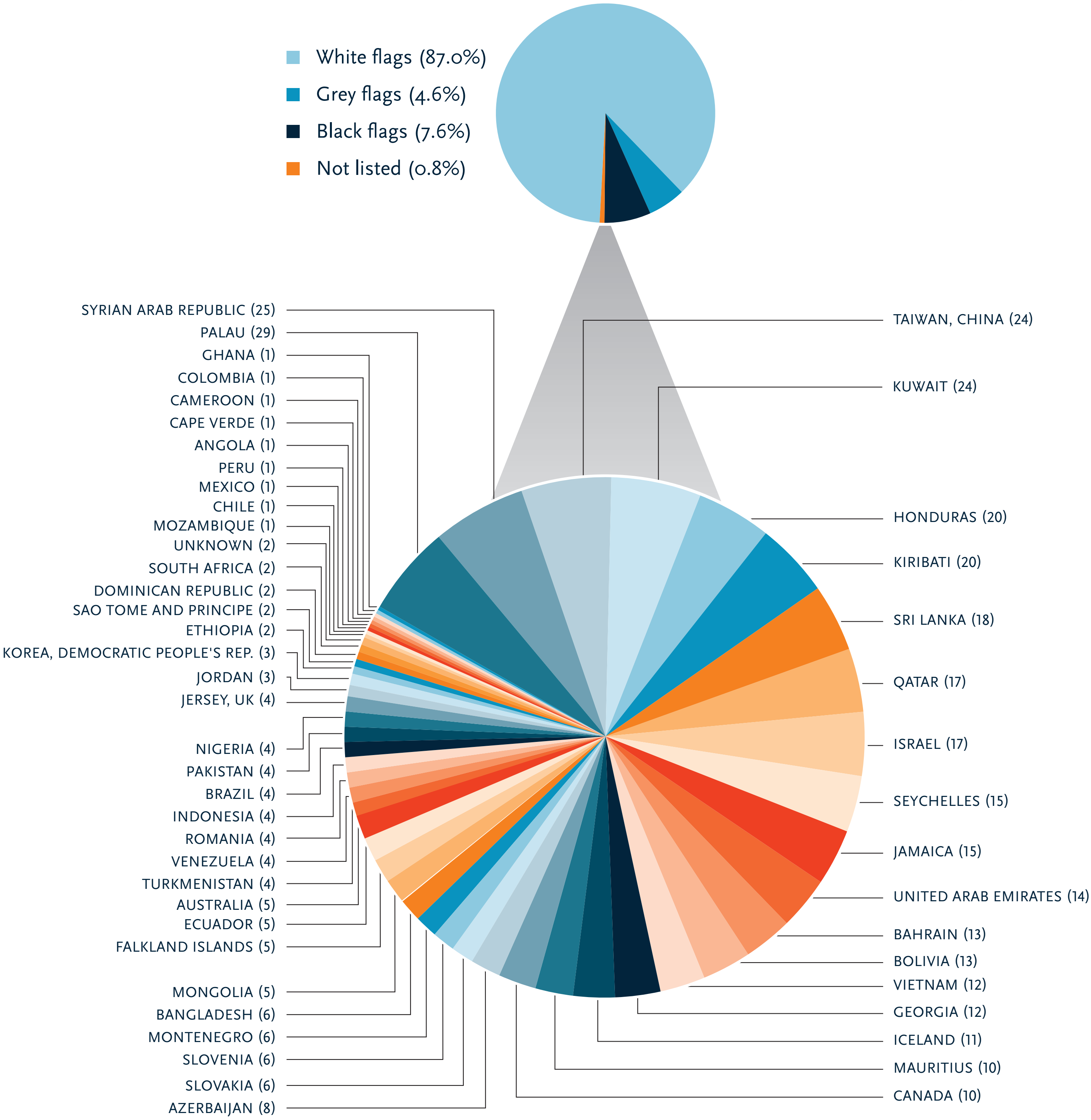
Flags who's total number of inspections over a 3-years rolling period does not meet the minimum of 30 are not included in the Paris MoU White list. Consequently some flags cannot meet the criteria for their ships to qualify as Low Risk Ships under the Paris MoU, despite having undergone the IMO VIMSAS Audit.

Non listed flags with no detentions 2012-2014*			
Angola (1)	Dominican Republic (2)	Mexico (1)	Seychelles (15)
Australia (5)	Ethiopia (2)	Montenegro (6)	Slovenia (6)
Azerbaijan (8)	Falkland Islands (5)	Mozambique (1)	South Africa (2)
Brazil (4)	Israel (17)	Pakistan (4)	Syrian Arab Republic (25)
Canada (10)	Jersey, UK (4)	Peru (1)	Taiwan, China (24)
Chile (1)	Korea, Democratic People's Rep. (3)	Qatar (17)	Turkmenistan (4)
Colombia (1)	Mauritius (10)	Sao Tome and Principe (2)	Venezuela (4)

Flags who's total number of inspections over a 3-years rolling period does not meet the minimum of 30 are not included in the Paris MoU White, Grey and Black lists. The flags in this table had too few inspections to be included in the lists, but had no detentions in the period 2012-2014.

* Note: The flags are listed in alphabetical order. The number of inspections over the period 2012-2014 taken into account is shown in brackets. Flags on this list do not meet the criteria for Low Risk Ships.

Distribution of listed and non listed flags 2012-2014



Inspections, detentions and deficiencies 2014

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of Individual ships inspected	% of Inspections with deficiencies	% of Inspections with detentions
Albania	19	18	1	13	94.7	5.26
Algeria	20	13	2	17	65.0	10.00
Antigua and Barbuda	1,140	717	55	835	62.9	4.82
Azerbaijan	5	5	0	5	100.0	0.00
Bahamas	769	389	7	642	50.6	0.91
Bahrain	3	2	1	3	66.7	33.33
Bangladesh	4	3	0	3	75.0	0.00
Barbados	115	65	3	92	56.5	2.61
Belgium	74	33	0	68	44.6	0.00
Belize	203	168	22	151	82.8	10.84
Bermuda (UK)	80	37	0	74	46.3	0.00
Bolivia	2	2	1	2	100.0	50.00
Brazil	1	1	0	1	100.0	0.00
Bulgaria	12	9	0	12	75.0	0.00
Cambodia	132	123	14	93	93.2	10.61
Canada	3	2	0	3	66.7	0.00
Cape Verde	1	1	1	1	100.0	100.00
Cayman Islands (UK)	127	57	1	122	44.9	0.79
China	72	37	1	66	51.4	1.39
Comoros	68	67	7	45	98.5	10.29
Cook Islands	127	106	14	91	83.5	11.02
Croatia	41	17	1	33	41.5	2.44
Curacao	63	36	6	51	57.1	9.52
Cyprus	695	385	19	539	55.4	2.73
Denmark	414	165	3	348	39.9	0.72
Dominica	12	7	1	7	58.3	8.33
Ecuador	2	1	1	1	50.0	50.00
Egypt	21	15	3	15	71.4	14.29
Estonia	20	4	0	15	20.0	0.00
Ethiopia	1	1	0	1	100.0	0.00
Falkland Islands (UK)	1	0	0	1	0.0	0.00
Faroe Islands	89	44	0	71	49.4	0.00
Finland	132	50	2	106	37.9	1.52
France	103	61	0	78	59.2	0.00
Georgia	2	2	0	2	100.0	0.00
Germany	223	85	2	199	38.1	0.90
Ghana	1	1	1	1	100.0	100.00
Gibraltar (UK)	276	155	5	217	56.2	1.81
Greece	312	130	3	285	41.7	0.96

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of Individual ships inspected	% of Inspections with deficiencies	% of Inspections with detentions
Honduras	4	3	0	4	75.0	0.00
Hong Kong, China	621	306	5	587	49.3	0.81
Iceland	6	3	1	5	50.0	16.67
India	26	11	0	23	42.3	0.00
Indonesia	2	2	1	1	100.0	50.00
Iran, Islamic Republic of	28	24	0	27	85.7	0.00
Ireland	43	17	0	34	39.5	0.00
Isle of Man (UK)	265	112	4	228	42.3	1.51
Israel	6	1	0	6	16.7	0.00
Italy	416	212	6	358	51.0	1.44
Jamaica	6	2	0	5	33.3	0.00
Japan	20	8	0	19	40.0	0.00
Jersey (UK)	3	2	0	2	66.7	0.00
Jordan	2	2	2	1	100.0	100.00
Kazakhstan	22	8	0	22	36.4	0.00
Kiribati	7	7	2	6	100.0	28.57
Korea, Republic of	33	23	1	31	69.7	3.03
Kuwait	13	1	0	13	7.7	0.00
Latvia	16	7	0	12	43.8	0.00
Lebanon	22	20	1	18	90.9	4.55
Liberia	1,440	716	39	1,307	49.7	2.71
Libya	10	6	0	9	60.0	0.00
Lithuania	50	23	2	33	46.0	4.00
Luxembourg	81	42	1	74	51.9	1.23
Malaysia	10	4	0	10	40.0	0.00
Malta	1,518	815	39	1,266	53.7	2.57
Marshall Islands	1,094	495	16	998	45.2	1.46
Mauritius	1	0	0	1	0.0	0.00
Mexico	1	1	0	1	100.0	0.00
Moldova, Republic of	178	167	26	118	93.8	14.61
Mongolia	1	1	0	1	100.0	0.00
Montenegro	3	2	0	3	66.7	0.00
Morocco	11	7	0	7	63.6	0.00
Netherlands	1,073	550	14	852	51.3	1.30
Nigeria	1	1	1	1	100.0	100.00
Norway	510	255	7	461	50.0	1.37
Pakistan	1	0	0	1	0.0	0.00
Palau	24	20	3	20	83.3	12.50
Panama	2,071	1,234	107	1,832	59.6	5.17

Flag	Nr of Inspections	Inspections with deficiencies	Inspections with detentions	Nr of Individual ships inspected	% of Inspections with deficiencies	% of Inspections with detentions
Peru	1	1	0	1	100.0	0.00
Philippines	51	37	0	47	72.5	0.00
Poland	51	22	3	35	43.1	5.88
Portugal	138	79	3	116	57.2	2.17
Qatar	5	3	0	5	60.0	0.00
Russian Federation	461	290	22	379	62.9	4.77
Saint Kitts and Nevis	107	84	9	79	78.5	8.41
Saint Vincent and the Grenadines	251	185	29	178	73.7	11.55
Sao Tome and Principe	1	0	0	1	0.0	0.00
Saudi Arabia	32	12	0	32	37.5	0.00
Seychelles	6	1	0	4	16.7	0.00
Sierra Leone	83	75	8	62	90.4	9.64
Singapore	594	264	5	561	44.4	0.84
Slovenia	2	1	0	2	50.0	0.00
Spain	61	28	2	52	45.9	3.28
Sri Lanka	7	3	1	6	42.9	14.29
Sweden	109	33	0	81	30.3	0.00
Switzerland	36	22	0	31	61.1	0.00
Syrian Arab Republic	6	5	0	5	83.3	0.00
Taiwan, China	7	4	0	7	57.1	0.00
Tanzania, United Republic of	89	86	13	60	96.6	14.61
Thailand	30	21	4	28	70.0	13.33
Togo	143	134	17	84	93.7	11.89
Tunisia	15	13	2	11	86.7	13.33
Turkey	431	268	20	358	62.2	4.64
Tuvalu	7	6	0	6	85.7	0.00
Ukraine	61	52	2	50	85.2	3.28
United Arab Emirates	5	4	0	3	80.0	0.00
United Kingdom	441	224	4	384	50.8	0.91
United States	61	44	1	60	72.1	1.64
Vanuatu	106	84	9	93	79.2	8.49
Venezuela	3	0	0	3	0.0	0.00
Vietnam	3	3	1	3	100.0	33.33
Unknown	2	2	2	2	100.0	100.00

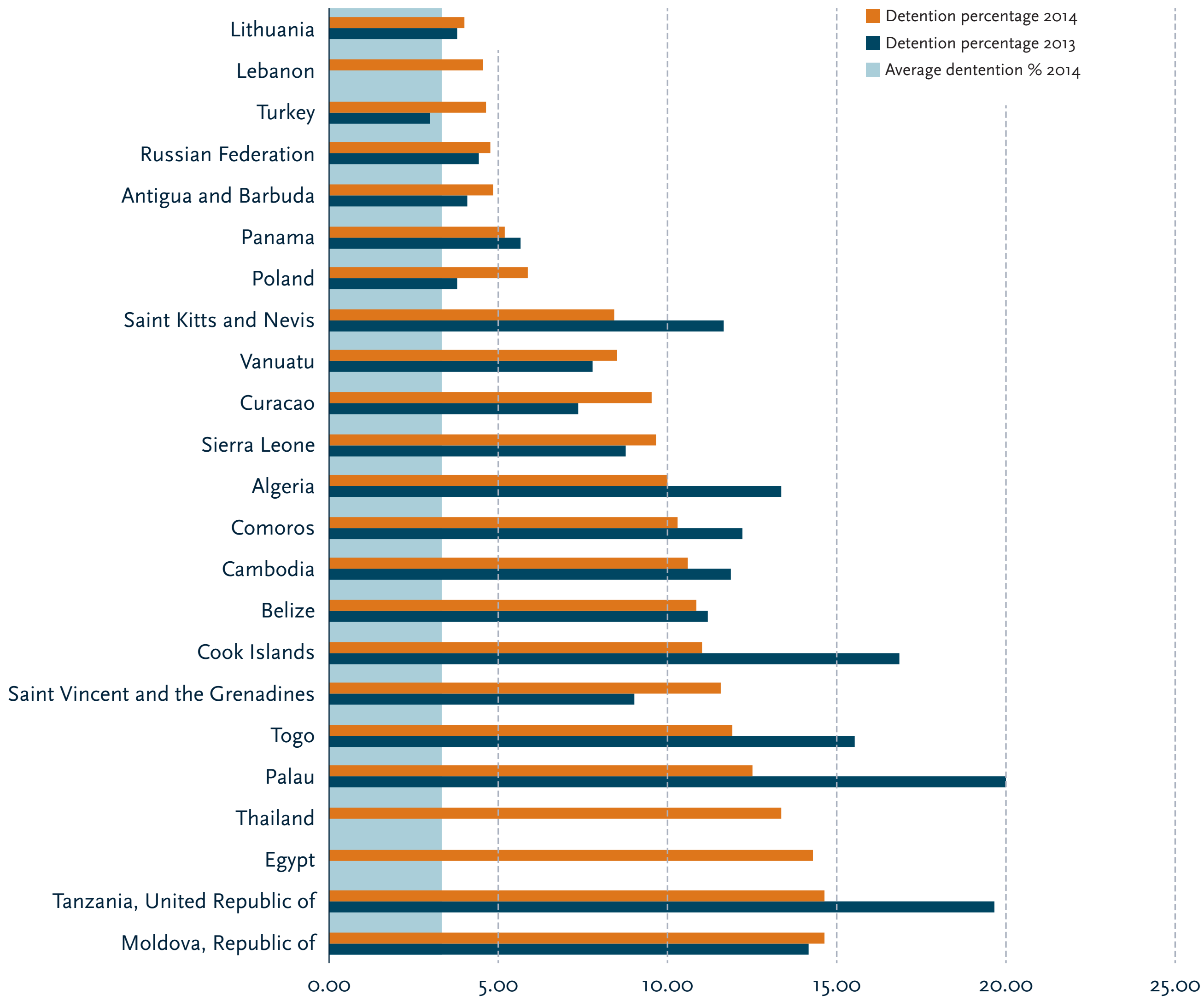

POLLUTION
GEAR INSIDE
CHALK
08-10

2014 detentions per flag, exceeding average percentage

Flag	Nr of Inspections	Inspections with detentions	% of Inspections with detentions	Excess of average 2014	Detentions % 2013	Excess of average 2013
Moldova, Republic of	178	26	15	11	14.1	10.36
Tanzania, United Republic of	89	13	15	11	19.6	15.85
Egypt	21	3	14	11	0.0	-3.78
Thailand	30	4	13	10	0.0	-3.78
Palau	24	3	13	9	20.0	16.22
Togo	143	17	12	9	15.5	11.73
Saint Vincent and the Grenadines	251	29	12	8	9.0	5.25
Cook Islands	127	14	11	8	16.8	13.05
Belize	203	22	11	8	11.2	7.39
Cambodia	132	14	11	7	11.9	8.08
Comoros	68	7	10	7	12.2	8.45
Algeria	20	2	10	7	13.3	9.56
Sierra Leone	83	8	10	6	8.7	4.96
Curacao	63	6	10	6	7.4	3.58
Vanuatu	106	9	8	5	7.8	4.00
Saint Kitts and Nevis	107	9	8	5	11.7	7.87
Poland	51	3	6	3	3.8	0.00
Panama	2,071	107	5	2	5.6	1.86
Antigua and Barbuda	1,140	55	5	2	4.1	0.28
Russian Federation	461	22	5	1	4.4	0.65
Turkey	431	20	5	1	3.0	-0.79
Lebanon	22	1	5	1	0.0	-3.78
Lithuania	50	2	4	1	3.8	0.00

Only flags with 20 and more port State control inspections in 2014 and with a detention percentage exceeding the average percentage of 3.32% are recorded in this graph.

2014 detentions per flag, exceeding average percentage

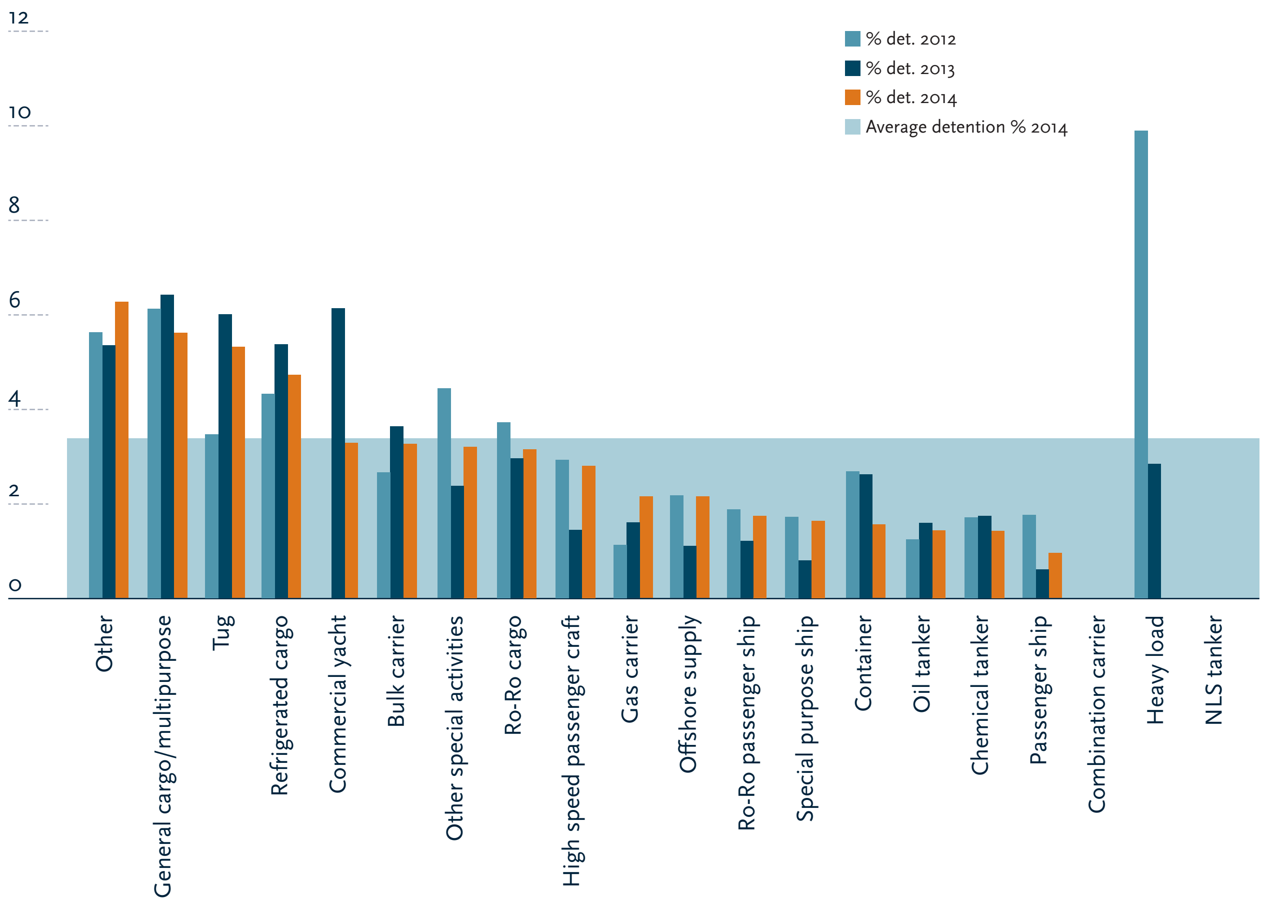


- Only flags with 20 and more port State control inspections in 2014 and with a detention percentage exceeding the average percentage of 3.32% are recorded in this graph. In 2013 the average detentions percentage was 3.78%.
- The grey column represents the 2014 average detention percentage (3.32%).

Inspections and detentions 2014 PER SHIP TYPE

Ship type	Nr of Inspections	Inspections with deficiencies	% of inspections with deficiencies	Nr of Individual ships inspected	Inspections with detentions	% of detentions to inspections 2014	% of detentions to inspections 2013	% of detentions to inspections 2012	+ / - average detention 3.32%
Bulk carrier	3,547	1,993	56	3,202	113	3.19	3.55	2.60	-0.13
Chemical tanker	1,586	709	45	1,391	22	1.39	1.70	1.67	-1.93
Combination carrier	9	2	22	8	-	0.00	0.00	0.00	-3.32
Commercial yacht	156	85	54	155	5	3.21	6.00	0.00	-0.12
Container	1,911	921	48	1,652	29	1.52	2.56	2.62	-1.80
Gas carrier	428	163	38	389	9	2.10	1.56	1.10	-1.22
General cargo/multipurpose	5,558	3,664	66	4,069	305	5.49	6.28	5.99	2.17
Heavy load	47	25	53	45	-	0.00	2.78	9.68	-3.32
High speed passenger craft	73	49	67	44	2	2.74	1.41	2.86	-0.58
NLS tanker	53	22	42	48	-	0.00	0.00	0.00	-3.32
Offshore supply	524	275	52	504	11	2.10	1.08	2.12	-1.22
Oil tanker	1,359	539	40	1,253	19	1.40	1.55	1.21	-1.92
Other	163	119	73	138	10	6.13	5.23	5.50	2.81
Other special activities	704	382	54	660	22	3.13	2.32	4.34	-0.20
Passenger ship	324	168	52	255	3	0.93	0.59	1.72	-2.39
Refrigerated cargo	303	195	64	253	14	4.62	5.25	4.23	1.30
Ro-Ro cargo	780	393	50	681	24	3.08	2.89	3.64	-0.24
Ro-Ro passenger ship	530	310	58	279	9	1.70	1.18	1.83	-1.62
Special purpose ship	125	66	53	117	2	1.60	0.78	1.68	-1.72
Tug	250	134	54	234	13	5.20	5.88	3.39	1.88





12
10
8
6
4
2
0
% det. 2012
% det. 2013
% det. 2014
Average detention % 2014
Other
General cargo/multipurpose
Tug
Refrigerated cargo
Commercial yacht
Bulk carrier
Other special activities
Ro-Ro cargo
High speed passenger craft
Gas carrier
Offshore supply
Ro-Ro passenger ship
Special purpose ship
Container
Oil tanker
Chemical tanker
Passenger ship
Combination carrier
Heavy load
NLS tanker

Major categories of deficiencies 2012-2014

		2012		2013		2014	
Deficiencies Main Group	**Category of deficiencies**	**Def**	**Def %**	**Def**	**Def %**	**Def**	**Def %**
Certificates & Documentation	Crew Certificates	1,005	2.04	1,013	2.06	1,541	3.35
	Documents	3,297	6.69	3,069	6.25	3,491	7.59
	Ship Certificates	2,856	5.80	2,754	5.61	2,640	5.74
Structural Condition		2,216	4.50	2,202	4.49	1,904	4.14
Water/Weathertight condition		2,121	4.31	2,111	4.30	2,015	4.38
Emergency Systems		2,029	4.12	2,184	4.45	2,092	4.55
Radio Communication		1,476	3.00	1,301	2.65	1,240	2.70
Cargo operations including equipment		319	0.65	329	0.67	234	0.51
Fire safety		7,488	15.20	6,657	13.57	6,176	13.43
Alarms		398	0.81	490	1.00	392	0.85
Working and Living Conditions (ILO 147)**	Living Conditions	2,182	4.43	1,946	3.97	759	1.65
	Working conditions	5,067	10.29	4,579	9.33	2,195	4.77
Working and Living Conditions (MLC, 2006)*	MLC, 2006 Title 1			14	0.03	57	0.12
	MLC, 2006 Title 2			88	0.18	324	0.70
	MLC, 2006 Title 3			258	0.53	1,352	2.94
	MLC, 2006 Title 4			390	0.79	2,218	4.82
Safety of Navigation		6,816	13.84	6,861	13.98	6,195	13.47
Life saving appliances		4,393	8.92	4,526	9.22	4,016	8.73
Dangerous goods		98	0.20	100	0.20	107	0.23
Propulsion and auxiliary machinery		2,442	4.96	2,710	5.52	2,234	4.86
Pollution prevention	Anti Fouling	23	0.05	25	0.05	17	0.04
	Marpol Annex I	1,127	2.29	1,060	2.16	874	1.90
	Marpol Annex II	29	0.06	30	0.06	27	0.06
	Marpol Annex III	12	0.02	9	0.02	4	0.01
	Marpol Annex IV	324	0.66	341	0.69	344	0.75
	Marpol Annex V	303	0.62	889	1.81	596	1.30
	Marpol Annex VI	449	0.91	492	1.00	458	1.00
ISM		1,736	3.52	1,821	3.71	1,801	3.92
ISPS		485	0.98	401	0.82	337	0.73
Other		570	1.16	424	0.86	339	0.74

* On 20 August 2013 the Maritime Labour Convention 2006 entered into force. Only Member States of the Paris MoU that had ratified the MLC, 2006 on or before 20 August 2012 were entitled to conduct PSC inspections on MLC,2006 requirements from 20 August 2013.

** For Member States of the Paris MoU that have not ratified the MLC, 2006, enforcement of the Merchant Shipping Convention (ILO 147) and the protocol of 1996 to the Merchant Shipping Convention (ILO P147) will initially continue.

Top 5 categories of deficiencies 2014

Category of deficiencies	Deficiencies	% Deficiencies
Safety of Navigation	6,195	13.47
Fire safety	6,176	13.43
Life saving appliances	4,016	8.73
Certificate & Documentation - Documents	3,491	7.59
Certificate & Documentation - Ship Certificates	2,640	5.74

Top 5 deficiencies 2014

Deficiencies	Deficiencies	% Deficiencies
ISM	1,801	3.92
Charts	1,298	2.82
Nautical publications	1,267	2.76
Fire doors/openings in fire-resisting divisions	1,189	2.59
Records of seafarers' daily hours of work or rest	798	1.74

Maritime Labour Convention, 2006

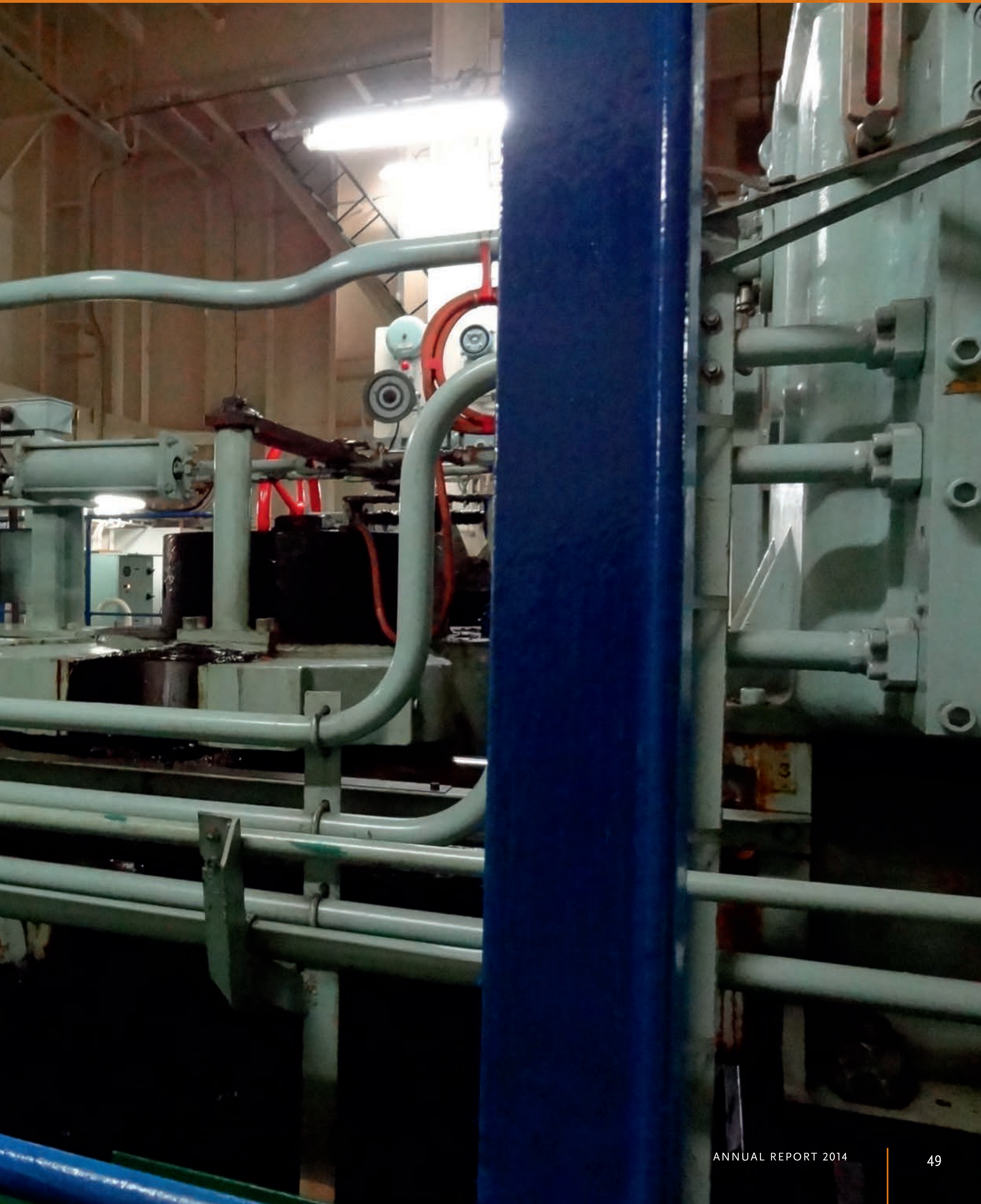
MLC Deficiencies per Area	Nr MLC Deficiencies	% of Total of Nr. MLC deficiencies	Nr Detainable MLC Deficiencies	% of Detainable deficiencies of MLC deficiencies
MLC,2006 Ship's certificates and documents	137	2.49	5	3.6
Area 1 Minimum age of seafarers	3	0.05	0	0.0
Area 2 Medical certification of seafarers	160	2.91	4	2.5
Area 3 Qualifications of seafarers	17	0.31	0	0.0
Area 4 Seafarers' employment agreements	238	4.33	22	9.2
Area 5 Use of any licensed or certified or regulated private recruitment and placement service for seafarers	15	0.27	0	0.0
Area 6 Hours of Works or rest	1,152	20.94	28	2.4
Area 7 Manning levels for the ship	81	1.47	24	29.6
Area 8 Accommodation	436	7.92	26	6.0
Area 9 On-board recreational facilities	6	0.11	0	0.0
Area 10 Food and catering	792	14.39	27	3.4
Area 11 Health and safety and accident prevention	2,059	37.42	50	2.4
Area 12 on-board medical care	191	3.47	8	4.2
Area 13 On-board complaint procedure	94	1.71	5	5.3
Area 14 Payment of wages	121	2.20	60	49.6
Grand Total	**5,502**	**100.00**	**259**	**4.7**

MLC deficiencies top 5

Category of deficiencies	Deficiencies	% Deficiencies
Records of seafarers' daily hours of work or rest	626	11.38
Electrical	246	4.47
Shipboard working arrangements	212	3.85
Ropes and wires	202	3.67
Maximum hours of work or minimum hours of rest	200	3.64

MLC detainable deficiencies top 5

Deficiencies	Detainable deficiencies	% Deficiencies
Wages	52	20.08
Manning specified by the minimum safe manning doc	24	9.27
Seafarers' employment agreement (SEA)	22	8.49
Records of seafarers' daily hours of work or rest	15	5.79
Sanitary Facilities	14	5.41



Detentions of ships with RO related detainable deficiencies per Recognized Organization 2014

(CASES IN WHICH 10 OR MORE INSPECTIONS ARE INVOLVED)

Recognized Organization		Total number of inspections*	Number of individual ships inspected*	Total number of detentions**	Detention-% of total number of inspections	+/- Percentage of Average (0.33%)	Detention-% of individual ships	+/- Percentage of Average (0.39%)
American Bureau of Shipping	ABS	1,900	1,754	1	0.05	-0.28	0.06	-0.33
ASIA Classification Society	ACS	13	13	0	-	-0.33	-	-0.39
Bulgarian Register of Shipping	BRS	89	57	2	2.25	1.92	3.51	3.12
Bureau Veritas	BV	3,863	3,139	13	0.34	0.01	0.41	0.02
China Classification Society	CCS	279	260	0	-	-0.33	-	-0.39
Columbus American Register	COLAM-REG	28	19	2	7.14	6.81	10.53	10.14
CR Classification Society	CRCS	14	12	0	-	-0.33	-	-0.39
Croatian Register of Shipping	CRS	54	41	0	-	-0.33	-	-0.39
Det Norske Veritas	DNV	3,427	3,068	1	0.03	-0.30	0.03	-0.36
DNV GL AS	DNVGL	1,718	1,569	0	-	-0.33	-	-0.39
Dromon Bureau of Shipping	DBS	182	114	2	1.10	0.77	1.75	1.36
Germanischer Lloyd	GL	4,132	3,345	12	0.29	-0.04	0.36	-0.03
Global Marine Bureau Inc.	GMB	24	19	1	4.17	3.84	5.26	4.87
Global Shipping Bureau Inc	GSB	15	13	0	-	-0.33	-	-0.39
Hellenic Register of Shipping	HRS	21	16	0	-	-0.33	-	-0.39
Indian Register of Shipping	IRS	23	20	0	-	-0.33	-	-0.39
Inspeccion y Clasificacion Maritima (INCLAMAR)	INCLA-MAR	12	9	1	8.33	8.00	11.11	10.72
Intermaritime Certification Services, ICS Class	ICS	32	25	0	-	-0.33	-	-0.39
International Maritime Register	IMR	12	9	0	-	-0.33	-	-0.39
International Naval Surveys Bureau	INSB	222	159	4	1.80	1.47	2.52	2.13
International Register of Shipping	IS	116	85	6	5.17	4.84	7.06	6.67
International Ship Classification	ISC	10	10	1	10.00	9.67	10.00	9.61
Iranian Classification Society	IRCS	19	18	0	-	-0.33	-	-0.39
Isthmus Bureau of Shipping, S.A.	IBS	63	49	2	3.17	2.84	4.08	3.69
Korean Register of Shipping	KRS	364	341	0	-	-0.33	-	-0.39
Lloyd's Register	LR	4,130	3,576	1	0.02	-0.31	0.03	-0.36
Macosnar Corporation	MC	25	21	0	-	-0.33	-	-0.39
Maritime Bureau of Shipping	MBS	38	23	1	2.63	2.30	4.35	3.96
Maritime Lloyd - Georgia	MLG	44	34	0	-	-0.33	-	-0.39
National Shipping Adjuster Inc.	NASHA	24	22	0	-	-0.33	-	-0.39
Nippon Kaiji Kyokai	NKK	2,508	2,264	10	0.40	0.07	0.44	0.05
Other	OTHER	122	107	2	1.64	1.31	1.87	1.48
Overseas Marine Certification Services	OMCS	30	26	1	3.33	3.00	3.85	3.46
Panama Marine Survey and Certification Services Inc.	PMSCS	13	9	0	-	-0.33	-	-0.39
Panama Maritime Documentation Services	PMDS	24	23	1	4.17	3.84	4.35	3.96
Panama Register Corporation	PRC	39	33	2	5.13	4.80	6.06	5.67

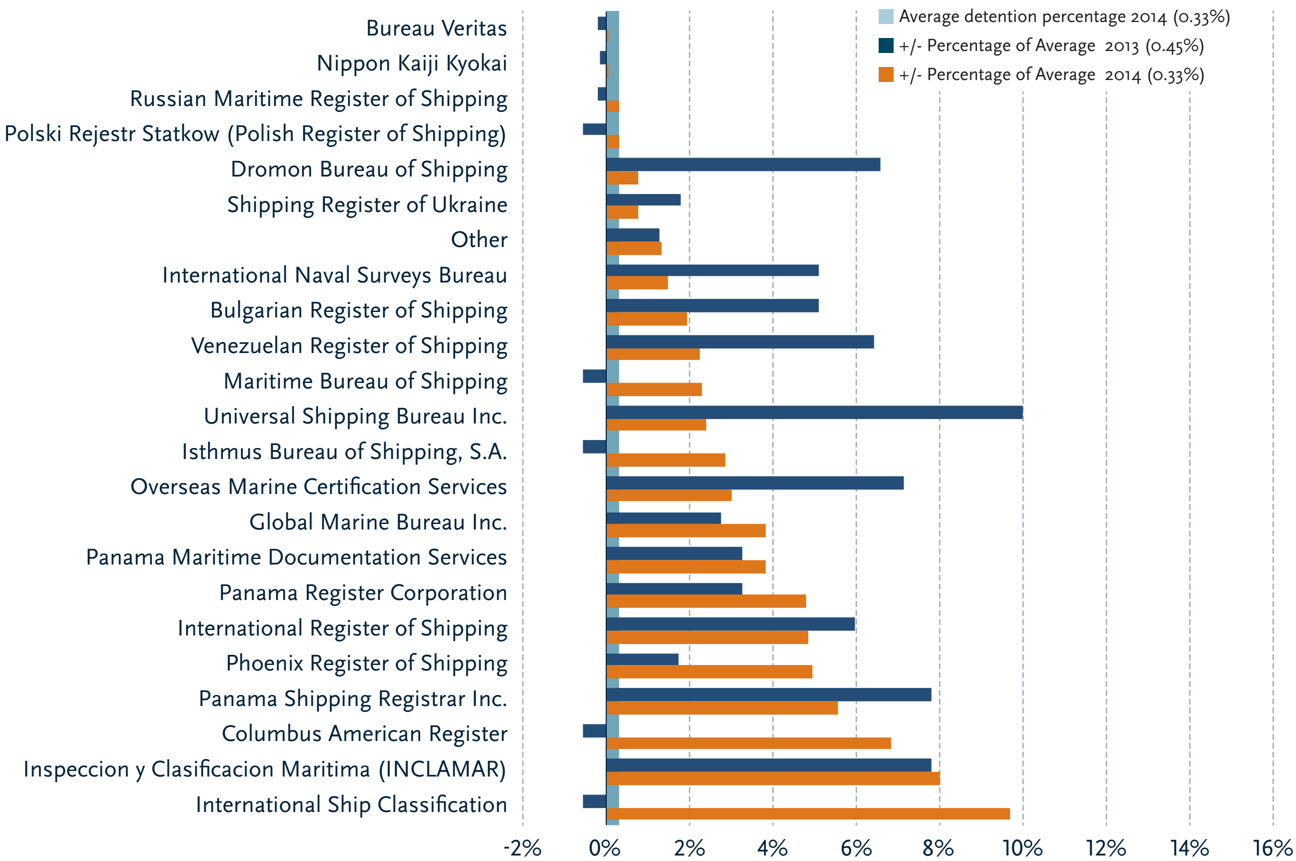
Recognized Organization		Total number of inspections*	Number of individual ships inspected*	Total number of detentions **	Detention-% of total number of inspections	+/- Percentage of Average (0,33%)	Detention-% of individual ships	+/- Percentage of Average (0,39%)
Panama Shipping Registrar Inc.	PSR	17	15	1	5.88	5.55	6.67	6.28
Phoenix Register of Shipping	PHRS	57	46	3	5.26	4.93	6.52	6.13
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	156	113	1	0.64	0.31	0.88	0.49
Register of Shipping (Albania)	RSA	19	13	0	-	-0.33	-	-0.39
Registro Italiano Navale	RINA	1,137	929	2	0.18	-0.15	0.22	-0.17
Russian Maritime Register of Shipping	RMRS	1,258	976	8	0.64	0.31	0.82	0.43
Shipping Register of Ukraine	SRU	179	137	2	1.12	0.79	1.46	1.07
Turkish Lloyd	TL	216	175	0	-	-0.33	-	-0.39
Universal Shipping Bureau Inc.	USB	37	29	1	2.70	2.37	3.45	3.06
Venezuelan Register of Shipping	VRS	77	45	2	2.60	2.27	4.44	4.05

* As more than one Recognized Organization might have issued or endorsed statutory certificates with regard to the same ship, an inspection can be relevant for more than one RO and might appear multiple times in this column.

** Only detentions with RO related detainable deficiencies are taken into account.

% of detentions of ships with RO related detainable deficiencies per Recognized Organization 2013-2014

(CASES IN WHICH MORE THAN 10 INSPECTIONS ARE INVOLVED)



* Only ROs with 10 and more port State control inspections in 2014 and with a detention percentage exceeding the average percentage of 0.33% are recorded in this graph. In 2013 the average detentions percentage was also 0.45%.

* The grey column represents the 2014 average detention percentage (0.33%).

Recognized Organization performance table 2012-2014

Recognized Organization		Inspections	Detentions	Low/medium limit	Medium / high limit	Excess Factor	Performance level
DNV GL AS	DNVGL	1718	0	44	24	-1.95	HIGH
Det Norske Veritas	DNV	10,219	7	228	181	-1.91	
Lloyd's Register	LR	11,485	10	255	205	-1.89	
American Bureau of Shipping	ABS	5,327	4	124	89	-1.89	
China Classification Society	CCS	769	0	22	8	-1.84	
Registro Italiano Navale	RINA	3,072	6	75	48	-1.70	
Korean Register of Shipping	KRS	936	1	26	11	-1.66	
Bureau Veritas	BV	11,239	37	250	200	-1.61	
Germanischer Lloyd	GL	12,674	47	280	227	-1.56	
Nippon Kaiji Kyokai	NKK	6,894	24	158	118	-1.56	
Turkish Lloyd	TL	776	2	22	9	-1.22	
Russian Maritime Register of Shipping	RMRS	4,011	23	95	65	-1.21	
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	471	3	15	4	-0.28	
Croatian Register of Shipping	CRS	169	0	7	0	0.02	MEDIUM
Indian Register of Shipping	IRS	73	0	4	0	0.20	
Hellenic Register of Shipping	HRS	61	0	4	0	0.23	
Other	OTHER	437	7	14	3	0.34	
Register of Shipping (Albania)	RSA	93	1	5	0	0.34	
Isthmus Bureau of Shipping, S.A.	IBS	186	3	7	0	0.40	
Macosnar Corporation	MC	73	1	4	0	0.41	
Shipping Register of Ukraine	SRU	594	12	18	6	0.51	
Dromon Bureau of Shipping	DBS	484	10	15	4	0.53	
International Naval Surveys Bureau	INSB	667	14	20	7	0.55	
Intermaritime Certification Services, ICS Class	ICS	79	2	4	0	0.58	
Maritime Lloyd - Georgia	MLG	164	4	7	0	0.60	
Panama Register Corporation	PRC	111	3	5	0	0.63	
Maritime Bureau of Shipping	MBS	101	3	5	0	0.67	
Venezuelan Register of Shipping	VRS	175	5	7	0	0.71	
Global Marine Bureau Inc.	GMB	125	4	6	0	0.74	
Panama Maritime Documentation Services	PMDS	81	3	4	0	0.77	
Overseas Marine Certification Services	OMCS	98	4	5	0	0.87	
Phoenix Register of Shipping	PHRS	171	6	7	0	0.87	
Universal Shipping Bureau Inc.	USB	129	5	6	0	0.89	
Global Shipping Bureau Inc	GSB	78	4	4	0	0.98	
Bulgarian Register of Shipping	BRS	256	10	9	1	1.21	LOW
International Register of Shipping	IS	390	16	13	3	1.64	
Inspeccion y Clasificacion Maritima (INCLAMAR)	INCLAMAR	65	7	4	0	4.40	VERY LOW

In this table only Recognized Organizations that had 60 or more inspections in a 3-year period are taken into account. The formula is identical to the one used for the White, Grey and Black list. However, the values for P and Q are adjusted to P=0.02 and Q=0.01.

Number of certificates covering RO responsible detainable deficiencies 2014

Recognized Organization		Certificates	Nr of RO detainable deficiencies	% deficiencies / certificates
American Bureau of Shipping	ABS	14,720	4	0.03
Bulgarian Register of Shipping	BRS	834	4	0.48
Bureau Veritas	BV	28,939	24	0.08
China Classification Society	CCS	2,420	0	0.00
Croatian Register of Shipping	CRS	497	0	0.00
Det Norske Veritas	DNV	23,031	5	0.02
DNV GL AS	DNVGL	7,476	0	0.00
Dromon Bureau of Shipping	DBS	1,827	7	0.38
Germanischer Lloyd	GL	33,209	21	0.06
Intermaritime Certification Services, ICS Class	ICS	140	0	0.00
International Naval Surveys Bureau	INSB	1,580	13	0.82
International Register of Shipping	IS	839	26	3.10
Isthmus Bureau of Shipping, S.A.	IBS	313	3	0.96
Korean Register of Shipping	KRS	3,426	0	0.00
Lloyd's Register	LR	26,439	4	0.02
Maritime Bureau of Shipping	MBS	392	4	1.02
Maritime Lloyd - Georgia	MLG	429	0	0.00
Nippon Kaiji Kyokai	NKK	23,946	22	0.09
Other	OTHER	354	6	1.69
Overseas Marine Certification Services	OMCS	187	1	0.53
Panama Register Corporation	PRC	124	3	2.42
Phoenix Register of Shipping	PHRS	321	4	1.25
Polski Rejestr Statkow (Polish Register of Shipping)	PRS	1,061	8	0.75
Registro Italiano Navale	RINA	7,436	2	0.03
Russian Maritime Register of Shipping	RMRS	11,128	24	0.22
Shipping Register of Ukraine	SRU	1,536	9	0.59
Turkish Lloyd	TL	1,061	0	0.00
Universal Shipping Bureau Inc.	USB	153	6	3.92
Venezuelan Register of Shipping	VRS	782	13	1.66

Flags on the "Black List" in combination with Recognized Organizations that act on their behalf with a combined lower performance 2012-2014

"Black" flags with corresponding RO with an excess factor ≥ 0.50 detentions period 2012-2014

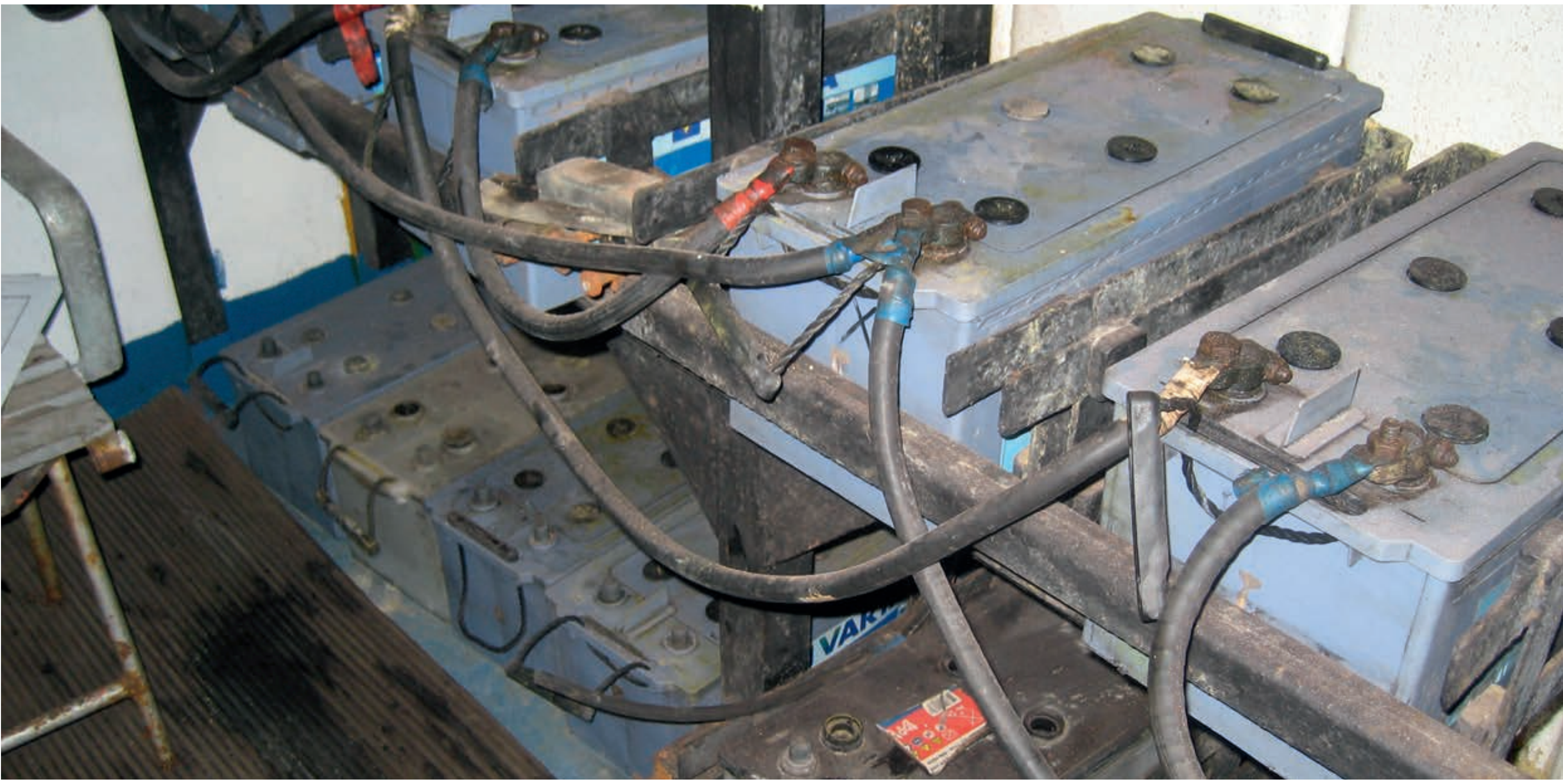
Flag State	Recognized Organization	Nr of Inspections	Inspections with detentions	Detentions %	(+/-) Average det % 1.47
Belize	International Naval Surveys Bureau	57	0	0.00	-1.47
Cambodia	Global Marine Bureau Inc.	24	1	4.17	2.70
	International Naval Surveys Bureau	13	0	0.00	-1.47
	International Register of Shipping	14	0	0.00	-1.47
	Shipping Register of Ukraine	59	1	1.69	0.22
Comoros	Bulgarian Register of Shipping	16	0	0.00	-1.47
	International Naval Surveys Bureau	21	1	4.76	3.29
	Phoenix Register of Shipping	14	0	0.00	-1.47
	Shipping Register of Ukraine	12	0	0.00	-1.47
	Venezuelan Register of Shipping	10	0	0.00	-1.47
Cook Islands	Shipping Register of Ukraine	11	0	0.00	-1.47
Moldova, Republic of	Bulgarian Register of Shipping	30	0	0.00	-1.47
	Dromon Bureau of Shipping	17	1	5.88	4.41
	Maritime Bureau of Shipping	36	1	2.78	1.31
	Maritime Lloyd - Georgia	14	0	0.00	-1.47
	Shipping Register of Ukraine	45	1	2.22	0.75
	Venezuelan Register of Shipping	15	1	6.67	5.20
Saint Vincent and the Grenadines	International Naval Surveys Bureau	55	0	0.00	-1.47
Sierra Leone	Dromon Bureau of Shipping	62	0	0.00	-1.47
	International Register of Shipping	13	0	0.00	-1.47
Tanzania, United Republic of	Bulgarian Register of Shipping	12	0	0.00	-1.47
	Maritime Lloyd - Georgia	26	0	0.00	-1.47
	Venezuelan Register of Shipping	37	1	2.70	1.23
Togo	Dromon Bureau of Shipping	82	0	0.00	-1.47
	International Naval Surveys Bureau	39	2	5.13	3.66
	Venezuelan Register of Shipping	14	1	7.14	5.67

Note: Criteria were developed to identify flag States and Recognized Organizations acting on their behalf that jointly have a lower performance. The targeted flags are the flags placed on the "Black List". The targeted Recognized Organizations are ROs which act on behalf of a flag on the "Black List" and have an excess factor of ≥ 0.50 on the RO performance list in combination with ≥ 10 inspections for this flag.

ROs with corresponding "Black" flags with an average detention % > 1.47% period 2012-2014

Recognized Organization	Flag State	Nr of Inspections	Inspections with detentions	Detentions %	(+/-) Average det % 1.47
Dromon Bureau of Shipping	Moldova, Republic of	17	1	5.88	4.41
Global Marine Bureau Inc.	Cambodia	24	1	4.17	2.70
International Naval Surveys Bureau	Comoros	21	1	4.76	3.29
International Naval Surveys Bureau	Togo	39	2	5.13	3.66
Maritime Bureau of Shipping	Moldova, Republic of	36	1	2.78	1.31
Shipping Register of Ukraine	Cambodia	59	1	1.69	0.22
Shipping Register of Ukraine	Moldova, Republic of	45	1	2.22	0.75
Venezuelan Register of Shipping	Moldova, Republic of	15	1	6.67	5.20
Venezuelan Register of Shipping	Togo	14	1	7.14	5.67
Venezuelan Register of Shipping	Tanzania, United Republic of	37	1	2.70	1.23

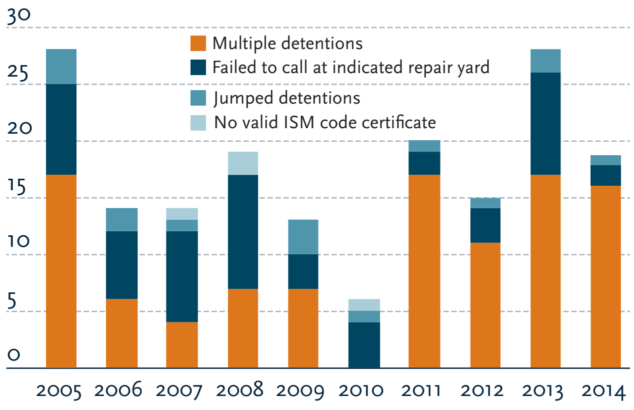
Note: To identify the poorest performing Recognized Organizations the average detention rate (1.47%) of the lower performing combinations of flags and ROs has been used as a limit. The outcome is a list of Recognized Organizations which performance on behalf of a flag on the Black list is poorer than the average performance of ROs performing below average.



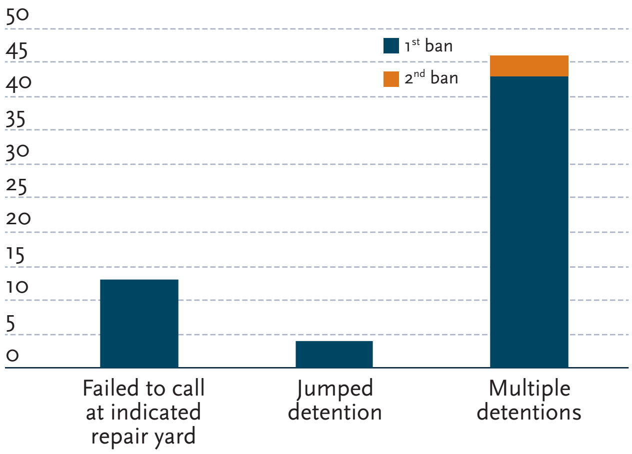
Refusal of access (banning) per flag 2012-2014

Flag	Failed to call at indicated repair yard	Jumped detention	Multiple detentions			Total Banned ships
			1st ban	2nd ban	3rd ban	
Belize	1		1	1		3
Cambodia			2			2
Moldova, Republic of	1		9	1		11
Panama	3	1				4
Russian Federation	1					1
Saint Kitts and Nevis	1		1			2
Saint Vincent and the Grenadines	1		8			9
Sierra Leone	1		2			3
Tanzania, United Republic of	1	2	12	1		16
Togo	3		3			6
Ukraine				1		1
Mongolia		1				1
Albania			1			1
Curacao			1			1
Vanuatu			1			1
Comoros			1			1
Total	**13**	**4**	**42**	**4**	**0**	**63**

Refusal of access 2005-2014



2012-2014



CIC 2014 Hours of Rest

Number of ships inspected during CIC	Nr of individual ships inspected during CIC	Nr of inspections performed with a CIC questionnaire	Nr of inspections without a CIC questionnaire
Inspections	4,283	4,041	364
Inspections with detentions	132	117	15
Detentions with *CIC-topic* related deficiencies	16	16	1

Number of inspections performed per ship during CIC	Nr of ships	% of total
1	4,041	100.0
2	0	0.0
3	0	0.0
Total	**3,843**	**100.0**

Ship type	Nr of inspections	Nr of detentions	detention as % of inspections	detentions CIC-topic related	detentions CIC-topic related as % of inspections
Bulk carrier	948	26	2.7	3	0.3
Chemical tanker	376	7	1.9	0	0.0
Combination carrier	2	0	0.0	0	0.0
Commercial yacht	17	0	0.0	0	0.0
Container	407	2	0.5	1	0.2
Gas carrier	113	2	1.8	0	0.0
General cargo/multipurpose	1,207	58	4.8	11	0.9
Heavy load	5	0	0.0	0	0.0
High speed passenger craft	1	0	0.0	0	0.0
NLS tanker	11	0	0.0	0	0.0
Offshore supply	94	0	0.0	0	0.0
Oil tanker	325	2	0.6	0	0.0
Other	34	2	5.9	1	2.9
Other special activities	139	5	3.6	0	0.0
Passenger ship	32	2	6.3	0	0.0
Refrigerated cargo	73	4	5.5	0	0.0
Ro-Ro cargo	177	4	2.3	0	0.0
Ro-Ro passenger ship	25	3	12.0	0	0.0
Special purpose ship	17	0	0.0	0	0.0
Tug	38	0	0.0	0	0.0
Total	**4,041**	**117**	**2.9**	**16**	**0.4**

2013 Harmonized Verification Programme on Passenger ships

Number of ships inspected during CIC	Nr of individual ships inspected during HAVEP	Nr of inspections performed with a HAVEP questionnaire	Nr of inspections without a HAVEP questionnaire
Inspections	251	232	19
Inspections with detentions	2	2	0
Detentions with HAVEP-topic related deficiencies	2	2	0

Number of inspections performed per ship during HAVEP	Nr of ships	% of total
1	218	96.9
2	7	3.1
3	0	0.0
Total	**225**	**100.0**

HAVEP-topic related deficiencies		Inspections*	Detentions HAVEP-topic related**	Detentions HAVEP-topic related with RO responsibility***
1109	Decision-support system for masters on pass. ships	3		
1302	SAR co-operation plan for pass.ships trad on fixe	18		
2101	Closing devices/watertight doors	18		
4108	Muster list	10		
4109	Fire drills	19	1	
4110	Abandon ship drills	20	1	
4111	Damage control plan	3		
4114	Emergency source of power - Emergency generator	9	1	
7122	Fire control plan	12		
7125	Evaluation of crew performance (fire drills)	11		
11131	On board training and instructions	7		

* Number of inspections with this deficiency. One inspection can have multiple deficiencies.

** Number of inspections with this deficiency recorded as ground for detention.

*** Number of inspections with this deficiency recorded as ground for detention and RO related.

Explanatory note – "White", "Grey" and "Black List"

The normative listing of Flags provides an independent categorization that has been prepared on the basis of Paris MoU port State inspection results over a 3-year period, based on binomial calculus.

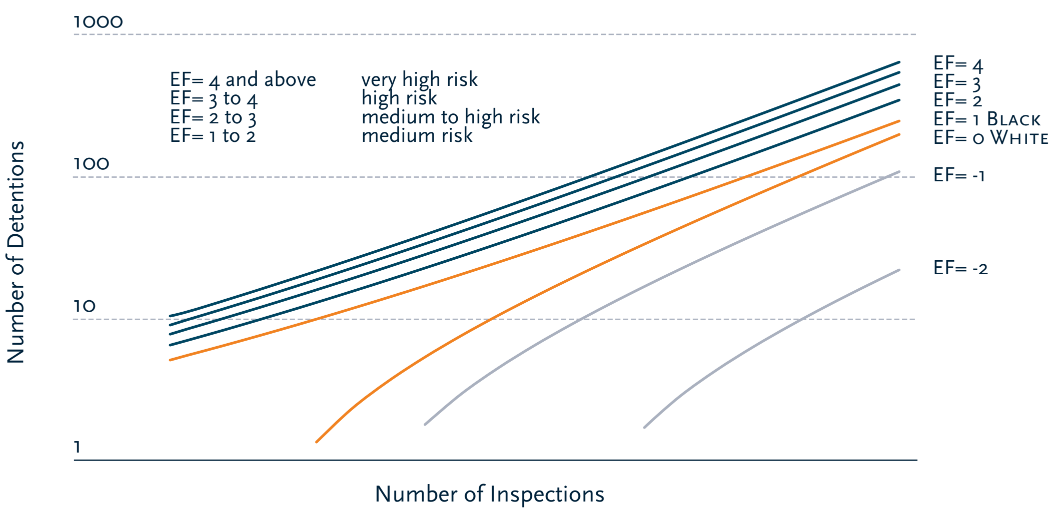
The performance of each Flag is calculated using a standard formula for statistical calculations in which certain values have been fixed in accordance with agreed Paris MoU policy. Two limits have been included in the system, the 'black to grey' and the 'grey to white' limit, each with its own specific formula:

$$u_{black_to_grey} = N \cdot p + 0.5 + z\sqrt{(N \cdot p \cdot (1-p)}$$
$$u_{white_to_grey} = N \cdot p - 0.5 - z\sqrt{(N \cdot p \cdot (1-p)}$$

In the formula "N" is the number of inspections, "p" is the allowable detention limit (yardstick), set to 7% by the Paris MoU Port State Control Committee, and "z" is the significance requested (z=1.645 for a statistically acceptable certainty level of 95%). The result "u" is the allowed number of detentions for either the black or white list. The "u" results can be found in the table. A number of detentions above this 'black to grey' limit means significantly worse than average, where a number of detentions below the 'grey to white' limit means significantly better than average. When the amount of detentions for a particular Flag is positioned between the two, the Flag will find itself on the grey list. The formula is applicable for sample sizes of 30 or more inspections over a 3-year period.

To sort results on the black or white list, simply alter the target and repeat the calculation. Flags which are still significantly above this second target, are worse than the flags which are not. This process can be repeated to create as many refinements as desired. (Of course the maximum detention rate remains 100%!) To make the flags' performance comparable, the excess factor (EF) is introduced. Each incremental or decremental step corresponds with one whole EF-point of difference. Thus the EF is an indication for the number of times the yardstick has to be altered and recalculated. Once the excess factor is determined for all flags, the flags can be ordered by EF. The excess factor can be found in the last column of the White, Grey or Black list. The target (yardstick) has been set on 7% and the size of the increment and decrement on 3%. The White/Grey/Black lists have been calculated in accordance with the principles above*.

The graphical representation of the system below is showing the direct relations between the number of inspected ships and the number of detentions. Both axes have a logarithmic character as the 'black to grey' or the 'grey to white' limit.



* Explanatory notes can be found on www.parismou.org/publications

Secretariat Paris Memorandum of Understanding on Port State Control



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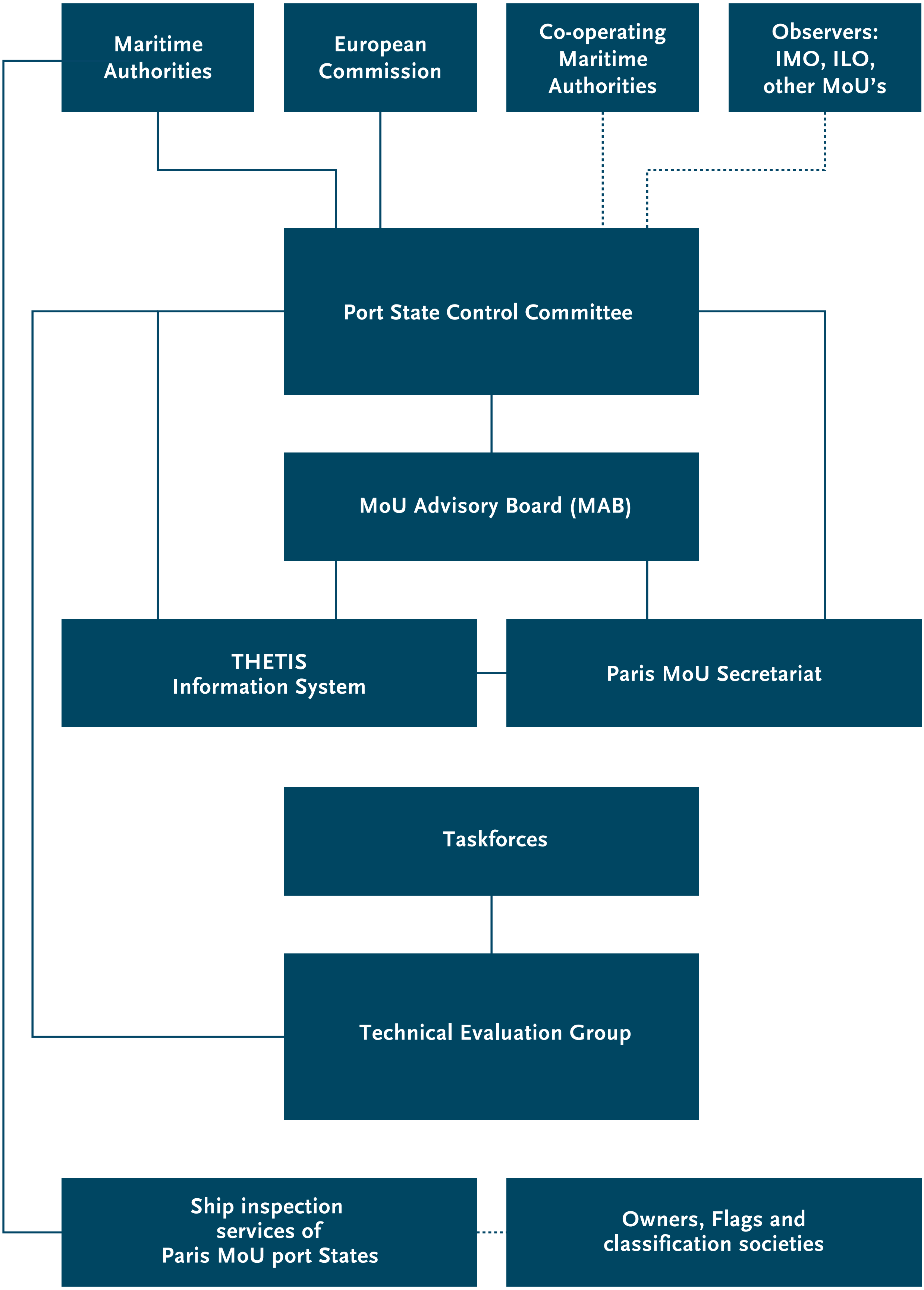
Colophon

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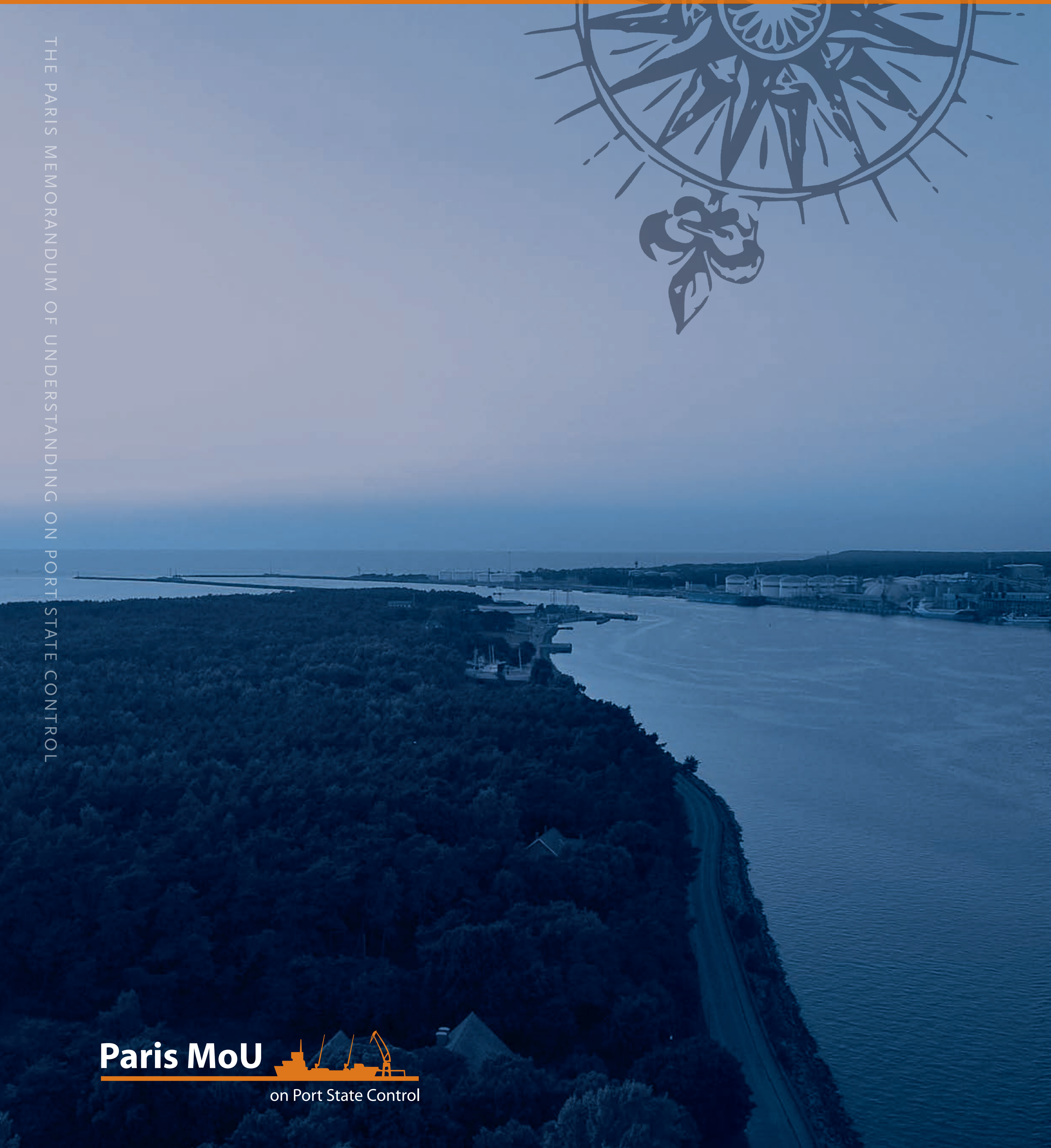
Paris MoU fact sheet – organizational structure



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THE PARIS MEMORANDUM OF UNDERSTANDING ON PORT STATE CONTROL



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